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Hongkong Daily Press.

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ALEX. ROSS & Co.,
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No. 18,53. 號一十三百五千八第

日三十二月八年巳丁

HONGKONG, MONDAY, OCTOBER 8TH, 1917.

一拜禮 號八月十年六國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
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12, 16, and 20 Bore, loaded with all sizes of
Chilled Shot.
These Cartridges, made of the finest dump
proof material, steel lined inside with brass
casing 1 1/2" deep on the outside, are especially
made to withstand the effects of damp
climates and are second to none for reliability
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[823]

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Developing, Printing and Enlarging.

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[535]

PEAK TRAMWAY COMPANY LIMITED.

TIME-TABLE

WEEK DAYS.	
2.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 " " 10.00 " "	" " 10 "
10.00 " " 11.00 " "	" " 15 "
11.00 " " 12.45 p.m.	" " 15 "
12.45 p.m. to 1.15 " "	" " 15 "
1.15 " " 1.45 " "	" " 15 "
1.45 " " 2.15 " "	" " 15 "
2.15 " " 5.00 " "	" " 15 "
5.00 " " 8.00 " "	" " 15 "
NIGHT CARS.	
4.00 p.m. and 8.00 p.m.	8.30 to 11.00 p.m.
Every Half-Hour.	
11.00 p.m. to 11.45 p.m. Every Quarter-Hour.	
SUNDAYS.	
7.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " " 11.30 " "	" " 10 "
11.30 " " 12.00 noon	" " 15 "
12.00 noon to 1.00 p.m.	" " 15 "
1.00 p.m. to 5.30 " "	" " 15 "
5.30 " " 8.00 " "	" " 15 "
8.00 " " 8.30 " "	" " 15 "
8.30 " " 8.00 " "	" " 10 "
NIGHT CARS as on Week Days.	

Extra Cars at 12 Midnight.
SPECIAL CARS by arrangement at the
Company's Office Alexandra Buildings, Des
Vaux Road Central.
Season and punch tickets available for all
cars not already full running at the time
stated in the Company's time-tables, but not
for special cars, can be obtained on applica-
tion at the Company's Office. No Season
tickets will be issued until payment therefor
has been made in Bank Notes or by Cheque
or Compro Order representing Bank
Note.
JOHN D. HUMPHREYS & SON
General Managers. 468

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after SATURDAY, 30th SEPTEMBER, 1917, until further Notice.

DOWN TRAINS.									
Stations.	No. 3 Through Express. a.m.	No. 5 Local.	No. 7 Through Express. a.m.	No. 9 Local. a.m.	No. 11 Through Express. p.m.	No. 13 Through Express. p.m.	No. 15 Local. p.m.	No. 17 Local. p.m.	No. 19 Local. p.m.
CANTON (End of Line) dep.	7.25	8.55	11.15	11.45	12.25	1.40	5.15	7.10	8.45
Yuen Chai dep.	7.30	9.00	11.20	11.50	12.30	1.45	5.20	7.15	8.50
Yuen Chai arr.	7.35	9.05	11.25	11.55	12.35	1.50	5.25	7.20	8.55
Yuen Chai dep.	7.40	9.10	11.25	11.55	12.40	1.55	5.30	7.25	9.00
Yuen Chai arr.	7.45	9.15	11.30	12.00	12.45	2.00	5.35	7.30	9.05
Yuen Chai dep.	7.50	9.20	11.35	12.05	12.50	2.05	5.40	7.35	9.10
Yuen Chai arr.	7.55	9.25	11.40	12.10	12.55	2.10	5.45	7.40	9.15
Yuen Chai dep.	8.00	9.30	11.45	12.15	13.00	2.15	5.50	7.45	9.20
Yuen Chai arr.	8.05	9.35	11.50	12.20	13.05	2.20	5.55	7.50	9.25
Yuen Chai dep.	8.10	9.40	11.55	12.25	13.10	2.25	6.00	7.55	9.30
Yuen Chai arr.	8.15	9.45	12.00	12.30	13.15	2.30	6.05	8.00	9.35
Yuen Chai dep.	8.20	9.50	12.05	12.35	13.20	2.35	6.10	8.05	9.40
Yuen Chai arr.	8.25	9.55	12.10	12.40	13.25	2.40	6.15	8.10	9.45
Yuen Chai dep.	8.30	10.00	12.15	12.45	13.30	2.45	6.20	8.15	9.50
Yuen Chai arr.	8.35	10.05	12.20	12.50	13.35	2.50	6.25	8.20	9.55
Yuen Chai dep.	8.40	10.10	12.25	12.55	13.40	2.55	6.30	8.25	10.00
Yuen Chai arr.	8.45	10.15	12.30	13.00	13.45	3.00	6.35	8.30	10.05
Yuen Chai dep.	8.50	10.20	12.35	13.05	13.50	3.05	6.40	8.35	10.10
Yuen Chai arr.	8.55	10.25	12.40	13.10	13.55	3.10	6.45	8.40	10.15
Yuen Chai dep.	9.00	10.30	12.45	13.15	14.00	3.15	6.50	8.45	10.20
Yuen Chai arr.	9.05	10.35	12.50	13.20	14.05	3.20	6.55	8.50	10.25
Yuen Chai dep.	9.10	10.40	12.55	13.25	14.10	3.25	7.00	8.55	10.30
Yuen Chai arr.	9.15	10.45	13.00	13.30	14.15	3.30	7.05	9.00	10.35
Yuen Chai dep.	9.20	10.50	13.05	13.35	14.20	3.35	7.10	9.05	10.40
Yuen Chai arr.	9.25	10.55	13.10	13.40	14.25	3.40	7.15	9.10	10.45
Yuen Chai dep.	9.30	11.00	13.15	13.45	14.30	3.45	7.20	9.15	10.50
Yuen Chai arr.	9.35	11.05	13.20	13.50	14.35	3.50	7.25	9.20	10.55
Yuen Chai dep.	9.40	11.10	13.25	13.55	14.40	3.55	7.30	9.25	11.00
Yuen Chai arr.	9.45	11.15	13.30	14.00	14.45	4.00	7.35	9.30	11.05
Yuen Chai dep.	9.50	11.20	13.35	14.05	14.50	4.05	7.40	9.35	11.10
Yuen Chai arr.	9.55	11.25	13.40	14.10	14.55	4.10	7.45	9.40	11.15
Yuen Chai dep.	10.00	11.30	13.45	14.15	15.00	4.15	7.50	9.45	11.20
Yuen Chai arr.	10.05	11.35	13.50	14.20	15.05	4.20	7.55	9.50	11.25
Yuen Chai dep.	10.10	11.40	13.55	14.25	15.10	4.25	8.00	9.55	11.30
Yuen Chai arr.	10.15	11.45	14.00	14.30	15.15	4.30	8.05	10.00	11.35
Yuen Chai dep.	10.20	11.50	14.05	14.35	15.20	4.35	8.10	10.05	11.40
Yuen Chai arr.	10.25	11.55	14.10	14.40	15.25	4.40	8.15	10.10	11.45
Yuen Chai dep.	10.30	12.00	14.15	14.45	15.30	4.45	8.20	10.15	11.50
Yuen Chai arr.	10.35	12.05	14.20	14.50	15.35	4.50	8.25	10.20	11.55
Yuen Chai dep.	10.40	12.10	14.25	14.55	15.40	4.55	8.30	10.25	12.00
Yuen Chai arr.	10.45	12.15	14.30	15.00	15.45	5.00	8.35	10.30	12.05
Yuen Chai dep.	10.50	12.20	14.35	15.05	15.50	5.05	8.40	10.35	12.10
Yuen Chai arr.	10.55	12.25	14.40	15.10	15.55	5.10	8.45	10.40	12.15
Yuen Chai dep.	11.00	12.30	14.45	15.15	16.00	5.15	8.50	10.45	12.20
Yuen Chai arr.	11.05	12.35	14.50	15.20	16.05	5.20	8.55	10.50	12.25
Yuen Chai dep.	11.10	12.40	14.55	15.25	16.10	5.25	9.00	10.55	12.30
Yuen Chai arr.	11.15	12.45	15.00	15.30	16.15	5.30	9.05	11.00	12.35
Yuen Chai dep.	11.20	12.50	15.05	15.35	16.20	5.35	9.10	11.05	12.40
Yuen Chai arr.	11.25	12.55	15.10	15.40	16.25	5.40	9.15	11.10	12.45
Yuen Chai dep.	11.30	13.00	15.15	15.45	16.30	5.45	9.20	11.15	12.50
Yuen Chai arr.	11.35	13.05	15.20	15.50	16.35	5.50	9.25	11.20	12.55
Yuen Chai dep.	11.40	13.10	15.25	15.55	16.40	5.55	9.30	11.25	13.00
Yuen Chai arr.	11.45	13.15	15.30	16.00	16.45	6.00	9.35	11.30	13.05
Yuen Chai dep.	11.50	13.20	15.35	16.05	16.50	6.05	9.40	11.35	13.10
Yuen Chai arr.	11.55	13.25	15.40	16.10	16.55	6.10	9.45	11.40	13.15
Yuen Chai dep.	12.00	13.30	15.45	16.15	17.00	6.15	9.50	11.45	13.20
Yuen Chai arr.	12.05	13.35	15.50	16.20	17.05	6.20	9.55	11.50	13.25
Yuen Chai dep.	12.10	13.40	15.55	16.25	17.10	6.25	10.00	11.55	13.30
Yuen Chai arr.	12.15	13.45	16.00	16.30	17.15	6.30	10.05	12.00	13.35
Yuen Chai dep.	12.20	13.50	16.05	16.35	17.20	6.35	10.10	12.05	13.40
Yuen Chai arr.	12.25	13.55	16.10	16.40	17.25	6.40	10.15	12.10	13.45
Yuen Chai dep.	12.30	14.00	16.15	16.45	17.30	6.45	10.20	12.15	13.50
Yuen Chai arr.	12.35	14.05	16.20	16.50	17.35	6.50	10.25	12.20	13.55
Yuen Chai dep.	12.40	14.10	16.25	16.55	17.40	6.55	10.30	12.25	14.00
Yuen Chai arr.	12.45	14.15	16.30	17.00	17.45	7.00	10.35	12.30	14.05
Yuen Chai dep.	12.50	14.20	16.35	17.05	17.50	7.05	10.40	12.35	14.10
Yuen Chai arr.	12.55	14.25	16.40	17.10	17.55	7.10	10.45	12.40	14.15
Yuen Chai dep.	13.00	14.30	16.45	17.15	18.00	7.15	10.50	12.45	14.20
Yuen Chai arr.	13.05	14.35	16.50	17.20	18.05	7.20	10.55	12.50	14.25
Yuen Chai dep.	13.10	14.40	16.55	17.25	18.10	7.25	11.00	12.55	14.30
Yuen Chai arr.	13.15	14.45	17.00	17.30	18.15	7.30	11.05	13.00	14.35
Yuen Chai dep.	13.20	14.50	17.05	17.35	18.20	7.35	11.10	13.05	14.40
Yuen Chai arr.	13.25	14.55	17.10	17.40	18.25	7.40	11.15	13.10	14.45
Yuen Chai dep.	13.30	15.00	17.15	17.45	18.30	7.45	11.20	13.15	14.50
Yuen Chai arr.	13.35	15.05	17.20	17.50	18.35	7.50	11.25	13.20	14.55
Yuen Chai dep.	13.40	15.10	17.25	17.55	18.40	7.55	11.30	13.25	15.00
Yuen Chai arr.	13.45	15.15	17.30	18.00	18.45	8.00	11.35	13.30	15.05
Yuen Chai dep.	13.50	15.20	17.35	18.05	18.50	8.05	11.40	13.35	15.10
Yuen Chai arr.	13.55	15.25	17.40	18.10	18.55	8.10	11.45	13.40	15.15
Yuen Chai dep.	14.00	15.30	17.45	18.15	19.00	8.15	11.50	13.45	15.20
Yuen Chai arr.	14.05	15.35	17.50	18.20	19.05	8.20	11.55	13.50	15.25
Yuen Chai dep.	14.10	15.40	17.55	18.25	19.10	8.25	12.00	13.55	15.30
Yuen Chai arr.	14.15	15.45	18.00	18.30	19.15	8.30	12.05	14.00	15.35
Yuen Chai dep.	14.20	15.50	18.05	18.35	19.20	8.35	12.10	14.05	15.40
Yuen Chai arr.	14.25	15.55	18.10	18.40	19.25	8.40	12.15	14.10	15.45
Yuen Chai dep.	14.30	16.00	18.15	18.45	19.30	8.45	12.20	14.15	15.50
Yuen Chai arr.	14.35	16.05	18.20	18.50	19.35	8.50	12.25	14.20	15.55
Yuen Chai dep.	14.40	16.10	18.25	18.55	19.40	8.55	12.30	14.25	16.00
Yuen Chai arr.	14.45	16.15	18.30	19.00	19.45	9.00	12.35	14.30	16.05
Yuen Chai dep.	14.50	16.20	18.35	19.05	19.50	9.05	12.40	14.35	16.10
Yuen Chai arr.	14.55	16.25	18.40	19.10	19.55	9.10	12.45	14.40	16.15
Yuen Chai dep.	15.00	16.30	18.45	19.15	20.00	9.15	12.50	14.45	16.20
Yuen Chai arr.	15.05	16.35	18.50	19.20	20.05	9.20	12.55	14.50	16.25
Yuen Chai dep.	15.10	16.40	18.55	19.25	20.10	9.25	13.00	14.55	16.30
Yuen Chai arr.	15.15	16.45	19.00	19.30	20.15	9.30	13.05	15.00	16.35
Yuen Chai dep.	15.20	16.50	19.05	19.35	20.20	9.35	13.10	15.05	16.40
Yuen Chai arr.	15.25	16.55	19.10	19.40	20.25	9.40	13.15	15.10	16.45
Yuen Chai dep.	15.30	17.00	19.15	19.45	20.30	9.45	13.20	15.15	16.50
Yuen Chai arr.	15.35	17.05	19.20	19.50	20.35	9.50	13.25	15.20	16.55
Yuen Chai dep.	15.40	17.10	19.25	19.55	20.40	9.55	13.30	15.25	17.00
Yuen Chai arr.	15.45	17.15	19.30	20.00	20.45	10.00	13.35	15.30	17.05
Yuen Chai dep.	15.50	17.20	19.35	20.05	20.50	10.05	13.40	15.35	17.10
Yuen Chai arr.	15.55	17.25	19.40	20.10	20.55	10.10	13.45	15.40	17.15
Yuen Chai dep.	16.00	17.30	19.45	20.15	21.00	10.15	13.50	15.45	17.20
Yuen Chai arr.	16.05	17.35	19.50	20.20	21.05	10.20	13.55	15.50	17.25
Yuen Chai dep.	16.10	17.40	19.55	20.25	21.10	10.25	14.00	15.55	17.30
Yuen Chai arr.	16.15	17.45	20.00	20.30	21.15	10.30	14.05	16.00	17.35
Yuen Chai dep.	16.20	17.50	20.05	20.35	21.20	10.35	14.10	16.05	17.40
Yuen Chai arr.	16.25	17.55	20.10	20.40	21.25	10.40	14.15	16.10	17.45
Yuen Chai dep.	16.30	18.00	20.15	20.45	21.30	10.45	14.20	16.15	17.50
Yuen Chai arr.	16.35	18.05	20.20	20.50	21.35	10.50	14.25	16.20	17.55
Yuen Chai dep.	16.40	18.10	20.25	20.55	21.40	10.55	14.30	16.25	18.00
Yuen Chai arr.	16.45	18.15	20.30	21.00	21.45	11.00	14.35	16.30	18.05
Yuen Chai dep.	16.50	18.20	20.35	21.05	21.50	11.05	14.40	16.35	18.10
Yuen Chai arr.	16.55	18.25	20.40	21.10	21.55	11.10	14.45	16.40	18.15
Yuen Chai dep.	17.00	18.30	20.45	21.15	22.00	11.15	14.50	16.45	18.20
Yuen Chai arr.	17.05	18.35	20.50	21.20	22.05	11.20	14.55	16.50	18.25
Yuen Chai dep.	17.10	18.40	20.55	21.25	22.10	11.25	15.00	16.55	18.30
Yuen Chai arr.	17.15	18.45	21.00	21.30	22.15	11.30	15.05	17.00	18.35
Yuen Chai dep.	17.20	18.50	21.05	21.35	22.20	11.35</			

CRICKET.

HON. C. SEVERN'S XI. v. UNIVERSITY.

This match was played on the Civil Service ground, which is an excellent condition, on Saturday, and resulted in a win for the University. The bowling of Brayshaw was the feature of the match. Scores:-

HON. C. SEVERN'S XI.			
P. T. Lambie, b Brayshaw	2		
D. Goodall, c Thivy, b Hall	3		
B. W. Bradbury, c Ponsonby-Fane, b Brayshaw	25		
R. C. Wicheil, c Wright, b Bradbury	5		
J. P. Robinson, c and b Brayshaw	3		
J. Stalker, b Brayshaw	18		
O. Woodman, c Ponsonby-Fane, b Brayshaw	0		
Dr. Forsyth, b Brayshaw	21		
A. Ling, c Gittens, b Marley	0		
W. H. Edmonds, c and b Marley	12		
Hon. C. Severn, not out	1		
Extras	3		

Total..... 93

Bowling Analysis.			
R. C. Wicheil	7	0	0
G. Hall	12	1	0
G. E. Marley	21	2	5.4

UNIVERSITY.

R. A. Ponsonby-Fane, b Wicheil	1		
G. E. Marley, c Wicheil, b Severn	28		
J. D. Wright, c Lambie, b Wicheil	8		
S. A. Ismail, b Severn	2		
A. H. Rumbold, not out	39		
K. Brayshaw, c Forsyth, b Edmonds	22		
W. Gittens, c Wicheil, b Bradbury	1		
G. Hall, c Forsyth, b Ling	0		
M. J. Jack, b Bradbury	0		
J. Thivy, b Ling	1		
Extras	11		

Total..... 123

Bowling Analysis.			
R. C. Wicheil	47	2	9.1
J. Stalker	11	3	1
Hon. C. Severn	25	2	4.1
W. H. Edmonds	9	1	3.1
B. W. Bradbury	16	2	3.1
A. Ling	2	1.3	1

A KWLOON XI. v. SHEN CO. R.G.A.

This match was played at Kowloon on Saturday and ended in a draw in favour of the Military. Scores:-

SEEN COMPANY.			
Gr. Taylor, c McConnell, b Wheeler	9		
Gr. Green, c Wheeler, b Travers	34		
Gr. Perkins, c Fletcher, b Wheeler	38		
Br. Dix, c and b Fletcher	1		
Gr. Maun, c McConnell, b Wheeler	10		
Gr. Page, c Wheeler, b McKenzie	18		
Gr. Ahearne, c and b Stapleton	13		
Br. Veal, not out	12		
Gr. Middleton, b Wolf	4		
Gr. Hawley, c and b Stapleton	0		
Gr. Glend, c Wolf, b Fletcher	17		
Extras	17		

Total..... 173

Bowling Analysis.			
Wheeler	11	1	4.3
Travers	10	2	28.1
Meade	3	1	13.0
Fletcher	11	1	48.2
McKenzie	5	3	5.1
Stapleton	4	1	15.2
Wolf	2	0	3.1

KOWLOON.

F. Wheeler, c Glend, b Middleton	11		
F. Travers, c and b Middleton	2		
W. T. Elson, c and b Perkins	27		
C. J. Stapleton, not out	30		
L. F. Shroff, c Veal, b Taylor	0		
J. C. Fletcher, b Taylor	1		
P. R. Wolf, c Hawley, b Taylor	0		
J. K. McConnell, b Taylor	0		
F. Meade, R. H. Jewsbury, and D. J. McKenzie did not bat.	0		
Extras	9		

Total (for 7 wickets) 96

Bowling Analysis.			
Middleton	10	1	29.2
Albaine	5	0	15.0
Perkins	8	0	35.1
Taylor	3	1	8.4

KOWLOON v. ROYAL ENGINEERS.

There will be an all-day cricket match between these teams at Kowloon to-day. Kowloon will be represented by:- J. P. Robinson, J. Stalker, P. E. Cobb, R. Peston, D. J. MacKenzie, W. T. Elson, F. Travers, J. H. Meade, L. G. S. Hodge, F. Wheeler and F. I. de Rome.

BOWLING.

KOWLOON v. TAIKOO.

This league final will be played off on the Police Ground, Happy Valley, next Saturday. The teams have met twice previously. Taikoo won at Kowloon, and Kowloon won at Taikoo.

AUSTRIAN DOCUMENTS FROM SHANGHAI.

Mrs. Hsu Kunz, arrested on the charge of taking a sealed tin box containing mysterious documents from Shanghai, Yokohama, and then released, disappeared on September 24th from the Horaya Hotel, Yokohama, where she had obtained fittings (says the Japan Advertiser).

Before Mrs. Kunz reached Yokohama, it transpired that she asked some of the officers on the *Chikuzen Maru* to conceal the documents for her, and offered them money, but the proposal was rejected. In view of the woman's anxiety then, as well as at the time of the seizure, the Yokohama police are under the impression that the documents must contain secrets of value to the Japanese, and her friends or nation. He is the Japanese wife of Herr A. K. ex-Austrian Vice-Consul in Shanghai.

COMPANY MEETING.

THE DAIRY FARM COMPANY, LTD.

The twenty-first annual general meeting of the Dairy Farm Co., Ltd., was held at the Company's office on Saturday.

Mr. J. Scott Harston presided, and there were present:-The Rev. Father Robert, Mr. F. Maitland and Mr. W. S. Brown (Directors) and the Hon. Sir Paul Chater and Messrs. A. Stevenson, T. Oliphant, H. W. Page, H. Percy Smith, C. B. Bayers, A. H. Compton, J. A. Ching, F. Graham, M. S. Northcote, G. Percy, A. W. Smith, Shai Ki Ho, D. V. Stevenson, J. H. Seth, Lo Man Kai, J. McCabbin, J. F. Grose, R. D. Smith, W. L. Leask, H. F. Carmichael, M. Manuk (Secretary) and J. Walker (Manager).

The Chairman, referring to the statement of accounts, said it was one which, in view of the abnormal circumstances created by the war, the Directors believed would be considered most satisfactory. The turnover of the Company during the year under review constituted a new record, being 60 per cent. more than last year's turnover. The Company's large turnover was due to the fact of its possessing numerous subsidiary branches of its main business as a Dairy Farm, and it was solely because of its large turnover that the Company was enabled to attain so satisfactory a result as was shown by the present report and statement of accounts.

During the past year a sum of over \$22,000 had been spent on general repairs and improvements at the Company's Pokokoom property. In addition, the expansion of the Company's business during the past year necessitated the expenditure of approximately \$94,000 on additional dairy cattle, new buildings and land at Pokokoom in order to enable the Company to cope with the growing demand for its products. It had also been deemed essential by the Company's Board of Directors that a building should be erected on the ground (acquired some years ago) adjoining the Company's present depot in order to provide the extra accommodation, which was especially needed in view of the rapid development of the Company's business in recent years. The building in question was now nearing completion, and it was proposed, when it had been completed, that the branch of the Company's business which related to the bottling of milk, straining, etc., should be conducted exclusively in the new building, thus granting additional and badly needed space for the conduct of the Dairy Department in the present building.

Taking into account the excellent results achieved by the Company during the past year, the Directors had granted to the members of the Company's staff a bonus of 10 per cent. on their respective salaries. The Directors had also during the past year made a donation of \$2,500 to the Hongkong War Charities in the certain knowledge that this step will also meet with commendation. There was another matter to which at the risk of being met with the enquiry "Is Saul also amongst the Prophets?" he would like to refer, viz., the support which had been accorded by the Hongkong Government to the Company during the time of stress which the Company had had to face since the commencement of the war. During that period there had been occasions on which it was vital to the Company's interests that it should secure Government support, and he could recall no instance in which such support was withheld save for a legitimate reason.

In conclusion the Chairman remarked that in accordance with their usual custom, the Directors had written off from the Working Account profits the sum of \$31,001.08 for Depreciation, Bad and Doubtful Debts and losses on share investments as on the 31st July, 1917—thus leaving a balance of \$130,102.69, which was proposed to be appropriated as follows:

To pay a dividend of \$2 per share	\$120,000.00
To place to the credit of the fire and typhoon insurance fund	8,000.00
To carry forward	4,102.69
	\$130,102.69

The Chairman then proposed the adoption of the report and accounts. Sir Paul Chater seconded, and the motion was carried.

On the proposition of Mr. H. Percy Smith, seconded by Mr. A. H. Compton, Dr. Noble and Mr. F. Maitland were re-elected to the Board of Directors; and, on the proposition of Mr. F. Graham, seconded by Mr. W. L. Leask, Mr. H. Percy Smith was re-elected auditor for the ensuing year at a remuneration of \$300.

Mr. J. Walker returned thanks on his own behalf and on behalf of his co-workers for the handsome bonus which had been granted them. He paid a high tribute to his loyal and efficient staff and pointed out that the handling of the Company's business was quite different from most Hongkong trades. The work went on almost without any intermission and in some branches day and night, Sundays, Saturdays, wet days, dry days and holidays.

UNPAID CAPITAL CALLED UP. The Secretary then submitted a resolution providing for the calling up of the unpaid balance of \$1.50 per share in respect of the 60,000 shares of the face value of \$7.50 each issued in respect of the Company's capital. The total amount thus proposed to be called up was therefore \$90,000.

The Chairman said that before proposing the resolution, he would like to shortly explain the various causes which led the Directors to decide to call up the

(Continued at foot of next column.)

HONGKONG MAGISTRACY.

STREET GAMBLING.

A Chinese was charged before Mr. J. R. Wood, with gambling in the street. His excuse was that he did not know the laws of the Colony. A fine of \$2 was imposed.

BANKNOTE TRICK.

A Chinese was charged before Mr. A. Dyer Ball with obtaining money from two women by means of the banknote trick. From one woman he succeeded in getting jewellery and money, and from the other he got \$50 worth of jewellery and over \$50 in money. He was sent to prison for three months with hard labour.

DISCHARGED WITH A CAUTION.

The Manager of the Osaka Shosen Kaisha, as agent of the *Malaga Maru*, was charged on remand with furnishing to the Imports and Exports Office an incorrect statement of articles exported by that ship to Singapore.

Mr. J. D. Lloyd presented.

After hearing the evidence of the defendant, Mr. Dyer Ball dismissed the case, cautioning defendant to be more careful in the future.

EFFECT OF BAD COMPANIONSHIP.

A Chinese boy of 16 years of age was charged before Mr. Dyer Ball, on Saturday, with stealing a gold watch and pendant, a diamond ring, and several other articles to the total value of \$250 from the assistant compradore of Messrs. Cooper & Co.

Mr. Leo G. Almada, who appeared for the prosecution, stated that the complainant did not want to press the case. Defendant was a relation of the Compradore of Messrs. Cooper & Co., and he had only recently come down from the country. It appeared that he got amongst bad companions, and when the opportunity offered, he was unable to withstand the temptation. In view of his youth and having no desire to make him a hardened criminal, Mr. Almada asked that a lenient view might be taken of the offence. The Compradore had promised to send the accused back to the country for correction.

His Worship administered a severe caution and discharged the defendant.

above unpaid balance of the Company's capital. During the past two years, the Company, in order to place itself in a position to cope with the increasing demand for its products, had had to spend various sums aggregating as follows:-

On land and buildings	\$47,000
On additional cattle	60,000
	\$107,000

and, on top of this, has had to carry approximately \$90,000 worth of stock in excess of its previous carriage thereof on account of its increasing turnover and the lack of shipping facilities. In order to meet the position created by the above expenditure, and to place the Company in a position to further increase its earning capacity, the Directors deemed it advisable, in the interests of those who had invested their money in the Company, to adopt the policy of calling up the Company's unpaid capital with a view to utilising such unpaid capital for the purpose of securing the expansion of the Company's business, as happened in the case of the amount which accrued to the Company by the issue of new shares last year, instead of incurring an overdraft with the Company's bankers for such purpose. In the present unusual times, when there was a restriction on the export of foodstuffs both from England and America, it would be extremely unwise for the Company to fail to take advantage of the opportunity thus afforded and to neglect to place itself in a position to supply the demand thus created. As the Directors had declared a dividend of \$2 per share, it would be open to shareholders, in the terms of the resolution above referred to, to pay the call of \$1.50 per share out of such dividend.

Sir PAUL CHATER seconded the resolution.

Mr. K. Lo moved, as an amendment, that the figure \$1.50 be altered to 75 cents, pointing out that last year the Company declared a dividend of \$3 per share and that was paid in the form of one new share for every two old shares. He did not question the wisdom of that, but, undoubtedly, not getting any dividend was a matter of embarrassment to some of them. Mr. Lo also remarked that since 1910, the Company had only paid one dividend in cash of \$1 per share, and he suggested that the alternative this year should be an overdraft at the Bank and that a dividend of 75 cents per share be paid at once and a further interim dividend, in six months' time, of another 75 cents per share might then be distributed, as it was now proposed to distribute the whole present dividend.

Mr. J. F. Gnost seconded the amendment.

The Chairman replied that the matter had been carefully considered and in the Directors' opinion it was in the best interests of the Company that the resolution be passed. He did not think the alternative of an overdraft at the Bank, suggested by Mr. Lo, would be wise under present conditions, especially since the Banks wanted all the money they could get. As a matter of fact, the Directors were compelled to put the resolution before a general meeting, though it had been decided to take that course.

The amendment was then put to the meeting and lost, and the resolution was carried.

The Chairman announced that dividend warrants would be ready to-morrow (Tuesday) and the meeting terminated.

EUROPEAN'S ALLEGED

EMBEZZLEMENT.

EX-SECRETARY OF THE MARINE ENGINEERS' GUILD CHARGED.

At the Hongkong Magistracy on Saturday, Ivor Thomas Jones, late Secretary of the Marine Engineers' Guild at Hongkong, was charged by Mr. Tulloch, second engineer of s.s. *Luchan*, with fraudulently converting to his own use the sum of \$100, entrusted to him on March 27th, and the sum of \$230, entrusted to him between July 31st and August 1st.

Defendant pleaded not guilty.

Mr. Tulloch deposed that in March a man named Anderson stole \$100 from him. Witness prosecuted him in that Court and obtained a conviction. The money was then left in the hands of the Police, and witness told Inspector Gordon to give it to Mr. Jones, who was then the Secretary of the Marine Engineers' Guild, to hold until witness returned from his voyage. This was on the 27th of March last. Witness did not speak to defendant about the money till early in August. Defendant then told witness that he had paid the money into his own banking account and that he would transfer it to witness' account at the Hongkong and Shanghai Savings Bank, or words to that effect. Witness was satisfied with this explanation and handed defendant \$230 and a pass-book, and asked him to pay that sum also into his (witness') account at the Savings Bank. Last trip, some time in September, witness went to defendant's office to look for him, but he was not in, and witness left a card asking him to send the pass-book to the ship. This, however, was not done. Last Tuesday, the 2nd inst., witness again called at defendant's office expecting to find him there, but found, instead, Mr. J. Findlay Reid, who was acting in his place. On Friday witness made enquiries at the Bank and was informed that the monies had never been paid into his account, and witness reported the matter to the Police.

In answer to the Magistrate, witness said it was the custom for ships' engineers to entrust their money to the Secretary of the Guild.

Inspector Gordon stated he gave defendant \$150 on the 27th March last. Fifty dollars of the money belonged to the defendant, and \$100 was the property of Mr. Tulloch. He paid the \$100 to the defendant by Mr. Tulloch's instructions, and expressly told him to hand it to Mr. Tulloch on his return. He did not know until he met Mr. Tulloch the previous day that the money had not been returned.

Mr. J. Findlay Reid said he was the Secretary of the Marine Engineers' Guild at Shanghai, and the Hongkong office was only a branch of the Shanghai office. The defendant had been Secretary of the Hongkong branch since February last and till witness came to Hongkong for the purpose of clearing up the accounts and settling all outstanding matters. There was nobody in the office when he arrived on September 18th, and he had not seen defendant till that morning. When witness arrived at the office he wished to open the safe, but could not obtain the key, and therefore gave notice to the Central Police Station that he intended to break open the safe. He got a locksmith, and, in the presence of two witnesses, opened the safe. There was no money in it, only a receipt for the shroff's security. The Guild had a current account at the Chartered Bank. It was usual for the Secretary of the Guild to receive money from the members of the Guild to be put into their accounts at the bank. Witness considered that it was very irregular for the Secretary to put into his own personal account money entrusted to him by members. Mr. Jones' salary was \$275 a month with medical allowances during the time he remained Secretary. Witness had written to him very strongly on several occasions as the result of complaints from members, but he preferred not to tell the Court the subject of the letters. Things were not as they should have been, and the defendant had reason to expect trouble before the 1st of August. Witness wrote him on the 7th August giving him two months' notice of dismissal. Defendant had overdrawn his salary up to the end of the year. Witness cannot say when defendant left the office; he was told that defendant went into the office at any hour of the day or night, and that sometimes he did not go to the office at all.

The case was adjourned till Wednesday.

THE KOWLOON CUSTOMS TREATY.

THE DRAFT AGREEMENT.

The following paragraph appears in the *Peking Gazette* apropos of the translation of a draft treaty between Great Britain and China relating to the Kowloon Customs, which was reproduced in our columns last week:-

With reference to the article appearing in our last two issues giving a translation of a draft agreement between the Chinese and British Governments relative to certain proposed Customs and other arrangements at Hongkong, we are requested to point out that our translation into English is from the Chinese text of an English version of an agreement which is still under discussion and has not reached finality. In view of the fact that negotiations are still proceeding, the publicity given by us to the draft agreement is regarded as premature. The translation made by us should, in any event, not be taken as in any sense official or definitive, and will probably be found to differ materially in many respects from the final agreement when concluded. We need hardly add that the publication in these columns was not inspired from any official quarter.

INTIMATIONS

LANE, CRAWFORD

and Company.

SPECIAL VALUE IN MEN'S

SLEEPING SUITS

FANCY STRIPE CEYLONETTE

\$3.50 TO \$4.50 PER SUIT.

FANCY & BLOCK STRIPE CEYLON

\$6.00 AND \$8.00 PER SUIT.

HEAVY TWILL CEYLON

\$6.00 AND \$8.50 PER SUIT.

WHITE AND COLOURED "VIYELLA"

IN THREE WEIGHTS.

LANE, CRAWFORD & CO

WAR CHARITIES.

"OUR+DAY"

THURSDAY, 18th OCT., 1917.

MORNING:

Collection for LADY MAY'S ROSE FUND.

Or cheques may be sent now addressed to LADY MAY, Government House (envelopes being marked "Rose Fund").

AFTERNOON at 3 o'clock.

GREAT DRAWING OF WAR BONDS at the Murray

Parade Ground.

St. John Ambulance Brigade competitions. Teas and Refreshments in English and Chinese style, and various attractions.

EVENING at 9 o'clock.

FETE at the Public Gardens. New OFFICIAL WAR

FILMS shown for the first time in Hongkong; Illuminations and Music.

THE BANDS OF THE 25th MIDDLESEX REGIMENT, 18th INFANTRY, 74th PUNJABIS and POLICE RESERVE will play during the Afternoon and Evening.

GRAND CHINESE THEATRICAL ENTERTAINMENT

From 5th till 12th October, at the Taiping Theatre.

Tickets for the War Bond Drawing are obtainable at all the

Principal Banks.

[112]

Powell Ltd
TELEPHONE 346

JUST ARRIVED:

NEW MODELS
IN
MILLINERY.

SMART TWEED SKIRTS. SILK SHIRTS.
SILK GOLF SWEATERS.

[90]

NEW ADVERTISEMENTS

NOTICE.

THE OFFICES AND STATIONS OF CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to Public Business on WEDNESDAY, the 10th October, being the date of the National Festival of the Republic of China.

A. H. HARRIS,
Commissioner of Chinese Customs,
York Buildings,
Hong Kong, 6th October, 1917. [1128]

HONGKONG FOOTBALL CLUB.

THE ANNUAL MEETING OF THE HONGKONG FOOTBALL CLUB will be held in the Office of Messrs. JARDINE, MATHESON & Co., Ltd. (Top Floor), by kind permission, on WEDNESDAY, 10th October, at 3.30 P.M.

W. J. MORRISON,
Acting Hon. Secretary. [1128]

THE CHINA LIGHT AND POWER COMPANY LIMITED.

THE SIXTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Company, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, the 20th day of October, 1917, at 11.30 A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending the 31st day of 1917, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 14th to 20th of October, 1917, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hong Kong, 5th October, 1917. [1130]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF JOHN LEMM, deceased.

NOTICE IS HEREBY GIVEN that the Court has made an Order limiting the time for sending in Claims to or against the above Estate to the 6th day of November, 1917. Creditors and Claimants are hereby required to send in their Claims to the Undersigned by the above date.

J. H. GARDINER,
Solicitor for the Executor,
9, Queen's Road Central,
Hong Kong.
Dated the 6th day of October, 1917. [1131]

G. R. MAGISTRACY.

NOTICE IS HEREBY GIVEN that the BOARD MEETING of the LICENSING BOARD will be held in the Council Chamber on WEDNESDAY, the 31st day of October, 1917, at 12.15 P.M., for the purpose of considering applications for Publicans' Licences, Restaurant Adjunct Licences, and Hotel Keepers' Adjunct Licences for the year 1917-1918 under the Liquors Consolidation Ordinance, 1911.

Forms of applications must be forwarded to the Magistrate.

All applications must be forwarded to the Magistrate on or before Wednesday, the 17th day of October, 1917, and must be accompanied by a deposit of Four Dollars.

Applicants for transfers or new licences, and persons objecting to such applications, must appear in person.

G. A. WOODCOCK,
Secretary to the Licensing Board,
Hong Kong, 5th October, 1917. [1132]

G. R. PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that SEALED TENDERS in duplicate, which should be clearly marked "TENDERS FOR THE SUPPLY OF STORES" will be received at the Colonial Secretary's Office until Noon of MONDAY, 15th day of October, 1917, for the supply and delivery of the following Stores required by Government Departments during the year 1918:

General Stores, Ironmongery, etc.
Asbestos, Rubber, Leather, Packings, Ropes, etc.
Clothing, Drapery, Haberdashery, etc.
Bamboo and Cane Goods, Firewood, etc.
Drysalteries, Oils, Paints, Varnishes, etc.
Lubricating Oils.
Kerosene.
Electrical Stores.
Wrought Iron Pipes and Fittings, Brass Taps, etc.
Iron and Steel Bars, Plates, Angles, Brass and Copper Bar, etc.
Iron and Brass Castings, Manufactured Ironwork, etc.
Timber.
Bricks, Cement, Lime, etc.

Each of the above is a separate and distinct tender. Tenders may quote for any one or more or all of the above lists, and any one or more or all may be accepted or rejected in whole or in part by the Government.

Each Tenderer must produce with each tender a receipt that he has deposited in the Colonial Treasury the sum named on the respective tender form as a pledge of the bona fides of his tender, which sum shall be forfeited to the Crown should the Tenderer refuse or fail to carry out, to the satisfaction of the Government, the whole or any portion of the respective tender or tenders which may be accepted. The deposit will be returned to any Tenderer whose tender is not accepted.

For form of tender and further particulars apply at this Office.

The Government does not bind itself to accept the lowest or any tender.

W. CHATHAM,
Director of Public Works,
Hong Kong, 5th October, 1917. [1133]

NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (MONDAY), the 8th October, 1917.

By Order,
A. R. LOWE,
Secretary.
Hong Kong, 6th October, 1917. [1128]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (MONDAY), the 8th October, 1917.

By Order,
A. R. LOWE,
Secretary.
Hong Kong, 6th October, 1917. [1127]

MASTER MANNER.

SIX years' experience. Eastern Waters. Thoroughly acquainted transporting and present conditions in European waters. Is open for engagement.

Apply—
Care of "Daily Press" Office. [1125]

PUBLIC AUCTION.

GEO. P. LAMMERT,
AUCTIONEER, APPRAISER AND SURVEYOR.

THE Undersigned has received instructions to sell by Public Auction on

WEDNESDAY, the 10th October, 1917, commencing at 2.30 p.m., at "Aethelwood," No. 65, Robinson Road.

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE comprising:

Canton blackwood cabinet, desks, hall chairs, commodes and flower-stands, teak upholstered chairs, Axminster pile and Brussels carpets, fine lace curtains, teak overmantels, brass flower pots and vases, brass tender and fire irons, etc., etc. Teak sideboard with beveled mirror, dinner wagon, dining table and chairs, leather sofa and armchairs, glass and cutlery, dinner and dessert services, table linen, etc., etc.

Brass double bedstead, single brass mounted bedsteads, teak toilet table and washstands, chest of drawers, toilet crockery, bed linen, etc.

Pantry and Kitchen Utensils.

Also
A large quantity of pot plants.
On view from Tuesday, the 9th inst. Catalogues will be issued.
Terms: Cash on delivery.

GEO. P. LAMMERT,
Auctioneer. [1134]

NOTICE OF REMOVAL.

THE MERCHANTILE BANK OF INDIA, LTD. will Remove on TUESDAY, 9th October, 1917, from the present premises to 11, Queen's Road Central, to No. 7, QUEEN'S ROAD CENTRAL.

C. CHAMPKIN,
Acting Manager. [1133]

NOTICE.

WE HAVE, as from October 1st, converted our Business into a China Company, under the name of:

ARNHOLD BROTHERS & CO., LTD.,
H. E. ARNHOLD. [1112]

NOTICE.

WE HAVE authorised the following Gentlemen to Sign per Procuration for our Company:

J. S. S. COOPER, Shanghai.
J. A. MOLLYER, Shanghai.
W. HERGENROTHER, Hankow.
A. J. COOPER, Hankow.
F. N. BALL, Canton.

ARNHOLD BROTHERS & CO., LTD. [1113]

NOTICE.

I HAVE Established myself as MERCHANT, GENERAL EXPORTER and IMPORTER and COMMISSION AGENT, from 1st October, 1917, under the name and style of JOE MORAES & Co.

JOE MORAES,
34, Queen's Road Central,
Hong Kong, 1st October, 1917. [1117]

VICTORIA RECREATION CLUB.

ENTRIES CLOSE FOR THE HARBOUR RACE at 6 P.M. TO-DAY 8th inst. to HON. SECRETARY, VICTORIA RECREATION CLUB. [1118]

WANTED.

THREE UNFURNISHED ROOMS. Flat or bungalow, middle level or Peak district. State full particulars.

Address—Box 100,
Care of "Daily Press" Office. [1121]

TO BE SOLD.

GLENSHIEL and "GLENSHIEL BUNGALOW," 140 and 141, THE PEAK.

Apply to—
Box 543,
Care of "Daily Press" Office. [1096]

INTIMATIONS

NOTICE.

THE CHINA FIRE INSURANCE CO., LTD.

THE CERTIFICATE for one Share No. 14011 in this Company standing in the name of WILLIAM DE RUSSER of Yokohama, Japan, has been LOST, and if at the expiration of one month from the date hereof the above document be not forthcoming, another Certificate for the said Share will be issued by the Company and thereafter no other will be acknowledged.

C. H. P. HAY,
per pro. General Manager.
Hong Kong, 4th October, 1917. [1116]

CHINA FIRE INSURANCE CO., LTD.

NOTICE.

THE CERTIFICATE No. 4309 for two Shares Nos. 8771 and 17416 in this Company standing in the name of Mrs. ANNA JOSEF GARNIERO DE LEMOS (deceased), late of Macao, has been LOST, and if at the expiration of one month from the date hereof the above document be not forthcoming, another certificate for the said Shares will be issued by the Company and thereafter no other will be acknowledged.

C. H. P. HAY,
per pro. General Manager.
Hong Kong, 3th October, 1917. [1119]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF THE BRITISH TRADING INSURANCE COMPANY, LIMITED, and
IN THE MATTER OF THE COMPANIES' ORDINANCES, 1911 and 1913.

NOTICE IS HEREBY GIVEN that a Petition was on the 5th day of September, 1917, presented to the Supreme Court of Hong Kong by the above-named Company to confirm an alteration of the said Company's objects proposed to be effected by a Special Resolution of the Company unanimously passed at an Extraordinary General Meeting of the said Company held on the 10th day of July, 1917, and subsequently unanimously confirmed at an Extraordinary General Meeting of the said Company held on the 10th day of August, 1917, and which Resolution runs as follows:

"That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed 'for the purpose of identification by the Chairman of this Meeting.'"

AND NOTICE IS FURTHER GIVEN that the said Petition is directed to be heard before His Honour Sir WILLIAM REES DAVIES, the Chief Justice, on WEDNESDAY, the 24th day of October, 1917, at 10 o'clock in the forenoon, and any person interested in the said alteration under the above Ordinances should appear at the time of hearing, by himself or his Counsel, for the purpose, and a copy of the said Petition will be furnished to any such person requiring the same by the undersigned, the Company's Solicitors, on payment of the regulated charge for the same.

Dated this 10th day of September, 1917.

DEACON LOOKER, DEACON & HARTON,
Solicitors for the Company, [1043]

HOUSES TO LET

TO LET.

IMMEDIATE entry. Four very desirable SHOPS, situated in Lee Hock Street, opposite the Grand Hotel, recently reconstructed.

For rent and other particulars apply to—
THE MANAGER,
HONGKONG ICE CO., LTD.,
46, Connaught Road Central. [900]

TO LET.

OFFICES at 2, Connaught Road Central.

OFFICE in King's Buildings, Hong Kong, in Mowat Terrace and Wongneiching Road.

HOUSES on Shamone, Canton.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. [28]

TO LET.

A FLAT in Nathan Road, Kowloon.

FOUR-ROOMED HOUSES in Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings. [941]

TO LET.

NO. 26, BELLIOS TERRACE.
No. 4, DES VEXES VILLAS, No. 63, THE PEAK. Newly painted and colourwashed from 1st November, 1917.

No. 27, WHITEFIELD HOUSE and GODOWN, Shanwan Road.
From 1st November, 1917. TOP FLOOR of 7, DUNDALL STREET, now used as Messrs. Kelly & Walsh's Printing Office.

No. 2, FAIRVIEW, No. 3, Nathan Road, Kowloon.

A LARGE ROOM suitable for Office in Queen's Building (corner of Connaught Road and Lee Hock Street).

ONE GODOWN in Dundall Street.

TO BE SOLD.

"GLENSHIEL," No. 140 and 141, THE PEAK.

Apply to—
LINTHARD & DAVIS,
3rd Floor, Alexandra Buildings. [90]

INTIMATION

WATSON'S
DHOBIE
ITCH
CURE

Copy of recent order received:

Dear Sirs,

I herewith request you to send me 3 bottles of your DHOBIE

ITCH CURE, which I found to be excellent when in Hong Kong a few weeks ago.

Signed

V. R. D.

\$1.00 per bottle.

SOLD ONLY BY

A. S. WATSON & CO., LTD.,

HONGKONG DISPENSARY.

TELEPHONE 16.

Forest of Houthulst, to Ostend. The significance of our advance is fully realised by the Germans, who view with growing apprehension the prospect of both their flanks being exposed. It will render their position in Flanders untenable, and, by compelling their retirement, will deprive them of convenient bases for submarine attacks and air-raids on England. Hence their desperate attempts to recover the lost ground—attempts which have proved both costly and unavailing. Valuable, however, as is the territory which we have taken, it does not constitute the only cause for satisfaction. The offensive has demonstrated once again the complete ascendancy of the British troops over their adversaries. The Germans were fully alive to the impending blow, although they did not know exactly when or where it would be delivered, and from the appearance of two Divisions from the Russian Front it is obvious that they had taken all the steps in their power to prepare for it. Nevertheless, they were utterly defeated. Their losses are declared to have been greater than on any previous day this year. This is partly explained by the fact that we forestalled a big attack which they were about to make with the object of recovering the Zonnebeke Ridge. For this purpose no fewer than five Divisions had been brought into position, when our barrage descended upon them with terrible effect. As a consequence of this, when our troops dashed forward the Germans in many places were "already bolting like dazed rabbits." Those who did not run, we are told, were captured in blocks almost without fighting. The German artillery did its best to check the disaster, but was handicapped, like our own, by the atmospheric conditions, and the battle resolved itself into a contest between the infantry, in which the rifle and machine-gun were the principal weapons employed. The bayonet scarcely came into play at all. The slaughter is said to have been the worst in the war, thus proving, in the words of General SMUTS, that "even an advance of one mile involves tremendous enemy losses comparable to those sustained in great battles in former years." We captured 5,000 prisoners, and they included a larger percentage of boys than on any previous occasion, which confirms the belief that Germany's man-power is approaching exhaustion. Reuter's correspondent states that within a fortnight we have sent the enemy reeling back about three miles, mostly uphill, and have taken prisoner about 9,000 and inflicted casualties conservatively estimated at 40,000.

As an illustration of the severity of the losses suffered by the enemy it is stated that the Australians counted nearly a thousand corpses on a front of little more than a thousand yards. In the attack on Poelcapelle we took a particularly heavy toll of the enemy. Six battalions on the front line are reported to have all been either killed or captured, while two battalions, who were seen coming along the road to reinforce them, were "blown to rags" before they could get into action. Happily, our own casualties are described as light. Such experiences, frequently repeated, cannot fail to have a demoralising effect upon the enemy while, on the other hand, it increases the confidence of our own troops in their ability to accomplish the great task they have undertaken.

The Hongkong Football Club's annual meeting will be held on Wednesday evening.

The Helena May Bandaging Class will open next Thursday morning at 10 o'clock.

Dr. Charles William McKenny has been appointed an Official Justice of the Peace for the Colony.

Major W. A. Moore, R.G.A., D.S.O., who left here after the outbreak of war, has been mentioned in the latest Egyptian despatches.

An order has been made by the Governor-in-Council that no person shall import or export any silver subsidiary coins of the Straits Settlements.

To determine the amount of compensation to be paid in respect of the redemption of certain lots in Cheung Sha Wan a Board of Arbitrators has been constituted consisting of Mr. C. H. Gale (Chairman), Mr. E. W. Hamilton, and Lt.-Col. A. Chapman, V.D.

It is notified in the Government Gazette that Mr. Gale, M.B., Ch.B., B.Sc. (Medical), has been appointed to act as Medical Officer of Health during the absence on leave of Dr. Wilfrid William Fearns, or until further notice, with effect from the 1st October, 1917.

The annual general meeting of the China Light and Power Co., Ltd., is advertised to be held on the 20th inst.

Mr. W. J. Davis, student interpreter at the British Embassy, Tokio, has been appointed acting British Consul at Tamsui, Formosa, during the absence on leave of Mr. Thomas Harrington, the Consul.

A meeting of the Licensing Board will be held in the Council Chamber on October 31st, for the purpose of considering applications for publicans' licences, restaurant adjunct licences, and hotel keepers' adjunct licences for the year 1917-1918 under the Liquors Consolidation Ordinance, 1911.

The Committee of the Confucian Society acknowledge with sincere thanks a gift of 5,500 cigarettes from the British and American Tobacco Co., Ltd., to be sold for the benefit of the Society at the celebration of the anniversary of Confucius' Birthday at the Tai Ping Theatre on the 12th inst.

Lieut. E. Evenden, who was with the R.F.S.B. at Kowloon, previously being a Master Gunner in the 87th Company, is serving with Major Moore in Palestine and has been mentioned in the latest despatches. Lieut. Evenden received a commission from the ranks shortly after the outbreak of war.

Tokio now boasts possession of the first and only licensed woman chauffeur in Japan. She is 28 years old and came from near Nikko in January with the determination of becoming a public motor driver. She attended an automobile school, graduated, joined a garage, and received her licence a fortnight ago.

Staff-Sgt. Major T. B. Maguire, formerly chief steward of the Shanghai Club, has been granted a commission as Lieutenant in the Army Service Corps. He left with the first contingent of volunteers from Shanghai on October 16th, 1914, and since joining the Army Service Corps has been almost continuously in France.

A party of representative Japanese business men will shortly visit China for the purpose of inspecting commercial conditions in the country and promoting a better understanding with the Chinese not only in regard to commercial but other relations. The visit is being arranged by the Tokio Chamber of Commerce.

The examinations by the Government Analyst during the quarter ended 30th September showed no adulterations. The samples were nine of milk, four of port wine, two of sherry and two of gin. Two of the samples of milk contained preservative, and were of such a poor quality that it was advised that the dealers should be warned.

A certain British firm in Kobe (says the Japan Chronicle) has offered the sum of Y.5,000 to the local branch of the British Association in lieu of the war-profit tax it would have to pay if its head office were in England. The disposal of this sum, for war-charity work or as a contribution to the National Exchequer, is left to the discretion of the British Association Committee.

Owing to the general holiday the box-plans for the "Fantastics" will not be at Montreux's to-day, but seats may be reserved at the office of the Hongkong Hotel, where the plans will be on view from 1 p.m. until 6 p.m. The opening programme for Wednesday evening is brimful of novel items. Eccentric dances, new and witty comedy-songs and monologues, violin and xylophone solos, soprano and contralto numbers. "Chill studies" by Miss Billie Seaton, orchestral selections, and a series of diverting "musical jokes" will figure prominently.

Sir R. A. Gamble, at present Comptroller and Auditor-General in India and formerly Commissioner for the Northern India Salt Revenue, has been offered an appointment in the Salt Galleys by the Chinese Government at \$4,000 per annum. (Says the Peking correspondent of the V.C. Daily News.) The proposal is that Sir R. A. Gamble shall arrive in China in January, when he will undertake Sir Richard Dane until April. After that Sir Richard will take seven months' leave. Under the present arrangement Sir Richard Dane retires in January, 1919, and it is intended that Sir R. A. Gamble shall act for Sir Richard Dane in his absence and eventually succeed him.

The Hongkong Police Reserve successfully held their second open-air concert of this season on Saturday night in the Botanical Gardens, which were, as usual, tastefully illuminated for the occasion. H.E. the Governor honoured the gathering with his presence. An excellent programme of music was submitted and was evidently thoroughly enjoyed. In addition to a number of popular selections rendered by the band of the 74th Puffin and the orchestra of the Police Reserve, songs were contributed by Miss Enis Cooper, Miss Gordon, Mr. H. E. Muri and Mr. E. G. Aquino, each of whom has encored.

A party of Naval Petty Officers had a very enjoyable trip to Macao last Thursday. The Rev. F. G. I. Hastings was responsible for the arrangements, which gave every satisfaction. The party left Wing Lok Wharf at 8 a.m. and arrived at Macao at about 1.15 a.m. Tiffin provided by the Service Entertainment Fund, was taken on board. The two hours allowed ashore was spent by some in wandering around the town, while others visited the fan houses for a "flutter" with the extra "preference" day that is coming. The Hong Kong and Macao Steamboat Company generously granted free passages and tea and non-intoxicating beverages were supplied at the expense of Mr. Abid.

THE WAR.

GERMANS SHELL NEW BRITISH POSITIONS.

BRITISH CAPTURE MORE PRISONERS.

BRITISH CAPTURES IN MESOPOTAMIA.

ROUMANIA AND A SEPARATE PEACE.

GERMAN INTRIGUE DISCLOSURES.

Bravo-Belgian front.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

BRITISH FRONT.

ENEMY SHELLS BRITISH POSITIONS.

LONDON, October 6th.

Field-Marshal Sir Douglas Haig reports:—Our artillery has been active all day long on the whole of the battle-front.

The enemy shelled our new positions on the ridge from Broodseinde southwards, but he did not counter-attack.

An additional 370 prisoners have been captured.

Our aircraft attacked the aerodromes in the Lille area, and on the railway stations at West Roesbeke, Iseghem and Courtrai two tons of explosives were dropped.

Enemy aircraft were active. We brought down four enemy machines and drove down three.

Five of ours are missing.

EARLIER CABLES.

ENEMY ARTILLERY ACTIVE.

LONDON, October 6th.

Field-Marshal Sir Douglas Haig reports:—The enemy's artillery is more active, but no infantry action has been attempted. We drove off an attempted raid to the south of Hollebeke. Welsh troops successfully raided to the north-east of Gouzeaucourt, bombing dug-outs and inflicting casualties.

GERMANS FORLORN HOPE.

Field-Marshal Sir Douglas Haig reports:—We have now won practically the whole ridge which the Germans have been struggling for two months to hold. The Keiberg spur and the isolated height of Moorside alone remain in the Germans' hands. When they are ejected from these they will be wholly in the plains, with the way open to the British to Roulers and Menin on the one hand, and, on the other hand, through Houthulst forest, to Ostend.

GERMAN REPORT.

A German wireless official message states:—Artillery firing has increased and there has been drumfire between Poelenpelle and Gheluvelt. A French attack north-east of Rheims failed.

GERMAN POSITIONS IN JEOPARDY.

Apart from the loss of dominating positions, the Germans, on October 4th, suffered a greater wastage of man-power than during any other day of 1917. The German *communiqués* evade this and endeavour to encourage the people by dwelling on the "restricted British gain of territory." The fact is that the new British positions give our big guns the command of the stretch of coast from Nieupoort to Ostend, and jeopardise the whole of the enemy position in West Flanders. The value of the ground won is indicated by one Correspondent, who says that Bruges is now plainly visible to the British.

A SIGNIFICANT COMMENT.

A Paris semi-official comment on the British victory points out that the Germans, knowing the determination of the British to obtain possession of the ridges before Ypres, quadrupled their artillery and brought up division after division, yet were unable to prevent the British advance, which has already won positions of decisive importance commanding the road to Lille.

LATEST CABLES.

FRENCH FRONT.

NOTHING TO REPORT.

PARIS, October 6th.

A *communiqué* states that there is nothing to report, except artillery duels on the Meuse.

EARLIER CABLES.

LIVELY ENGAGEMENT.

PARIS, October 6th.

A *communiqué* says:—There has been a lively engagement on the right bank of the Meuse.

An enemy group, which had gained a foothold in our advanced trenches, were driven out, and the line restored.

We made successful raids at Sedan and Regnéville.

The Balkans.

EARLIER CABLES.

(THROUGH REUTER'S AGENCY.)

BALKANS FRONT.

GERMAN REPORT.

LONDON, October 6th.

A German wireless official message states:—The Bulgarians repulsed the English east of Lake Doiran.

The Near East.

EARLIER CABLES.

(THROUGH REUTER'S AGENCY.)

TURKISH LOSSES IN MESOPOTAMIA.

LONDON, October 6th.

A Mesopotamia official message gives details of the captures made at Ramadieh. These are 145 officers, 3,120 men unmounted, 120 wounded, 1,061 rifles, parts of five unmounted engines, several miles of track, two steam launches, much material and ammunition.

General.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

PERU AND GERMANY.

LIMA, October 6th.

Congress has voted almost unanimously to sever diplomatic relations with Germany.

EARLIER CABLES.

ROUMANIA REJECTS SEPARATE PEACE PROPOSAL

LONDON, October 6th.

A telegram from Jassy says that Bulgarian emissaries in Switzerland have got in touch with Roumanian delegates, enquiring as to the condition of Roumanian prisoners, and have made proposals for a separate peace between Bulgaria and Roumania. The proposals have been rejected with contempt.

RUSSIAN AFFAIRS.

RAILWAY WORKERS THREATEN TO SUSPEND TRAFFIC.

PETROGRAD, October 6th.

The railwaymen, in view of the slowness of the Government in dealing with their demand for increased wages, have decided to cease all railway traffic, except munition and military trains, as from October 6th.

They have adhered to their decision, despite an appeal by M. Kerensky not to increase the misfortunes of the country.

LATEST CABLES.

AMERICA AND THE WAR.

CLOSING SESSION OF CONGRESS.

WASHINGTON, October 6th.

President Wilson, in his message delivered at the closing session of Congress, announced that the needs of the Army and the Navy have been met in a manner assuring the effectiveness of the American arms, and that the war-making department of the Government is equipped with powers necessary to make the action of the nation effective.

EARLIER CABLES.

ANGLO-AMERICAN NAVAL CO-OPERATION.

Mr. Daniels, the Secretary of the Navy, has issued a statement regarding the complete co-operation of the British Admiralty with American naval men since the outbreak of war. He characterises the British Admiralty's spirit as one of perfect openness, frankness and co-operation. The Admiralty has given access to every bit of information relating to submarine warfare and has opened every door to Admiral Sims and his colleagues.

GERMAN INTRIGUE.

Documentary proof of the Bolo machinations of German diplomacy, furnished by cables between Count Bernstorff and Herr von Jagow in February, March and May, 1916, is now published by the State Department.

Count Bernstorff, on February 26th, cabled to Herr von Jagow that he had received trustworthy information "concerning political action in one of the enemy countries, which might bring about peace."

He added that one of the leading political personalities of the country in question was seeking a loan of 1,700,000 dollars in New York for which security would be given. He was forbidden to give the name, but the affair was of the highest importance. He asked for money to be cabled immediately.

LATEST CABLES.

Herr Jagow, on February 29th, replied:—"Agree to loan, but only if peace action seems to you really serious. The project for the provision of the money in New York being at present extraordinarily difficult for us, if the enemy country is Russia have nothing to do with the business, as the sum is too small to have any serious effect there. Same applies to Italy, where it is not worth while to spend so much."

Count Bernstorff, on March 25th, cabled Herr Jagow to instruct the Deutsche Bank to hold 9,000,000 marks at the disposal of the representative of the Deutsche Bank in New York.

Count Bernstorff, on March 20th, cabled Jagow to advise the German Minister at Berne that someone desiring to establish relations with the German Foreign Office would call, giving the passwords "Sancti Regis."

Count Bernstorff added:—"The intermediary further requests that influence be put upon our Press to pass in silence the change of the political situation in France so that things may not be spoiled by German approval."

Herr Jagow, on May 31st, wired to Count Bernstorff:—"The person announced in your telegram of March 20th has not yet reported at Berne. Is there any more news of Bolo on your side?"

Bolo is a French journalist at present under arrest in Paris for accepting German money for the peace propaganda in France.

EARLIER CABLES.

THE SILVER MARKET.

LONDON, October 6th.

Silver is quoted at 48½d., with rather more offering. Buyers are reserved, and the market is dull.

[Telegram received on Saturday and on Sunday morning and published in an "Extra" on Sunday, will be found on page 6.]

CANTON NEWS.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."]

CANTON, October 7th.

THE PRESIDENT AND THE SOUTH-WEST.

A message from a high official states that the President, wishing to settle all the disputes between the North and South, proposes to appoint General Luk Wing-tung Special Commissioner to mediate with the South and West, and Chan Ping-kwan, Tschun of Hunan. It is said that the mandate has not yet been issued owing to the opposition of the Premier, who does not altogether approve of the idea.

Hearing that \$1,200,000 has been remitted from the Straits Settlements, through certain tanks in Hongkong, to the Provisional Government, Dr. Sun Yat-sen has sent a representative to draw the money.

WU TING-FANG'S SON ARRIVES.

Wu Chui Shin, Dr. Wu Ting-fang's son, who was sent by his father to the Provisional Government, has arrived at Canton. He was welcomed by all the authorities and expressed his and his father's desire to help the Provisional Government.

THE EXPEDITIONARY FORCE.

Luk Yu-kwong (General Luk Wing-tung's son) has wired to the authorities announcing his arrival at Hangehow. He has met and consulted with the Hunan leaders, and has requested immediate assistance, as fighting is imminent.

ANNIVERSARY OF THE REPUBLIC.

The authorities and the people have decided to celebrate the 6th anniversary of the Chinese Republic on the 10th inst. The Generalissimo, Sun Yat-sen, and his supporters are said to have decided to worship at the tombs of the late revolutionaries, who are buried in the Wong Far Kong. A lantern-possession is proposed for the night.

GREAT FIRE IN HONAN.

During the night before last at about 10 o'clock a great fire broke out in Feng Chuen, Honan (near the enemies' residences). The fire spread and several hundred houses were destroyed.

ACTING TUCHUN AND CIVIL GOVERNOR ENTERED.

All the M.P.s. entertained the Acting Tuchun, Mok Wing-san, and the Civil Governor, Li Yew-hon, at the Provincial Assembly.

TYPHOON WARNINGS.

The following telegrams have been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

5 p.m., Oct. 6th.

Typhoon in about 125 deg. Long. E.

and 15 deg. Lat. N., moving W.N.W.

11 p.m., Oct. 6th.

Cyclone or typhoon East of Luzon, less than 300 miles distant, moving W. or W.N.W.

WUCHANG-CHANGSHA RAILWAY.

LIKIN OFFICES NOT TO BE ESTABLISHED.

In view of the approaching completion of the above section of the Canton-Hankow-Szechuan Railway, the Director-General (says the Chinese Press) has received a petition from the Director of the Hupeh-Hunan Section Bureau, asking him to obtain from the Government previous sanction to the abolition of all *likin* offices along this line, as its transport business will surely experience keen competition in the form of shipping traffic, especially as the railway line from Wuchang to Changsha runs almost parallel to the waterway. The Director points out the abnormally high cost of foreign materials in building this section as a result of the war in Europe. He reminds the Government of the resolution passed by the Cabinet in February, 1913, which favoured the abolition of all tax-collecting stations along railway lines, and sanctioned the payment by railways concerned of six per cent. of their freight receipts on taxable goods to cover the losses of the provinces from withdrawing the *likin* stations. Already, all tax-collecting stations on the Peking-Hankow, Peking-Mukden and Peking-Kalgan railways have been abolished since the passing of the resolution, while discussion for their abolition on the Tientsin-Pukow line on the same conditions has already begun. He is willing to pay over six per cent. of receipts for the transportation of taxable goods to the two provinces, Hunan and Hupeh, to compensate them for the loss of the *likin* revenue.

The Director-General has forwarded the Director's petition to the Ministry of Communications which has sanctioned it and addressed despatches to the Ministry of Finance and the provincial chiefs of Hunan and Hupeh, asking for their concurrence.

THE R.A.M.C.

BEGINNINGS OF THE GREAT CORPS.

A SCOTSMAN'S FINE WORK.

Mr. John Fortescue writes in *The Times*: The Royal Army Medical Corps is the child of the regimental doctor. The fact is somewhat singular, for the regimental doctor, like the regimental chaplain, was originally merely the servant of the colonel. His status was not exalted and did not, perhaps, deserve to be. Moreover, there seem to have been always "Physicians-General," who presumably had to do with the health of the army at large—there were two such even in the New Model Army of 1645 and there was generally an Apothecary-General, who was responsible for medicines and surgical instruments; but it is difficult to say precisely what their functions were.

In the course of the 18th century the central Medical Department resolved itself to two men, the Physician-General and the Surgeon-General, the latter being also Inspector of Hospitals. The Apothecary-General in 1747 became a monopolist. A certain individual received by patent from George II. for himself and his heirs for ever the sole right of providing the army with drugs and surgical instruments, and he received also a salary of 10s. a day for the arduous labour of enjoying this privilege. The relations of these functionaries with the regimental doctors are extremely difficult to define; for all hospitals were supported partly by regimental funds and partly by the furtive appropriation of moneys which had been allotted for other purposes.

THE FIRST MEDICAL BOARD.

In 1793 the Inspectorship of Hospitals was constituted into a separate office, carrying with it a salary of 10s. a day; and the Inspector, the Physician-General, and the Surgeon-General were erected into a Medical Board. To them jointly was entrusted the appointment of all medical attendants for hospitals; and, as the Physician and Surgeon-General received £2 a day and perquisites, retained their right to private practice, and could sell their patronage, they were enviable men. The infamous condition and crying scandals of the hospitals during the war in Flanders in 1794 compelled reform in the Medical Department, and in 1798 a new Medical Board was created, composed of the same three officials, each with salary of £2 a day, but with the patronage divided among them. To the Physician-General and the recommendation of physicians and the inspection of medicines; to the Surgeon-General the appointment of staff and regimental doctors; and to the Inspector of Hospitals the nomination of the lower attendants. This arrangement proved to be worse than the last. Physicians were frequently appointed without diploma of any kind, and placed over the heads of qualified practitioners; patronage and promotion were very arbitrarily distributed; and in short the jbery and favoritism were such as to discourage any good man from entering the service.

Evil existed in high place, of course, found imitation below; and the general hospitals were hotbeds of waste and of dishonest dealing at the expense of the patients. The Apothecary-General's Department was hide-bound by routine. To give but one example, it actually spent vast sums of money in sending out rice, opium, and opium from England to the troops in Ceylon. The reputation of the Medical Board sank lower and lower. The Duke of York at the Horse Guards (and his Royal Highness understood the use of profane expletive) for the denunciation of its misdeeds; and the climax came when at the height of the awful epidemic at Waleren in 1809, the three members remained comfortably at home and refused to transport their precious bodies to the front.

Thus, although the Medical Staff of the army at large, apart from the regimental doctors, numbered over 300 physicians, surgeons, apothecaries, and purveyors, with salaries ranging from £50 to £120 a year, one hears little of any kind, and nothing that is good, of any of them.

THE PATRONS OF MILITARY HYGIENE.

Yet such is the inherent nobility of the medical profession that, even under this abominable system, the good men triumphed over the bad. Among other changes in the department, regimental doctors had received in 1796, through the good offices of the Duke of York, equal rank with captains, regular salaries, and the right to a pension; and among them were a few of the salt of the earth. Wellington seized upon one of those few in the Peninsula and made him his principal medical officer. His name was James McGregor, and he had served in all parts of the world with different regiments, both horse and foot, knew the British officer and the British soldier, and loved them both. Keenly alive to the abuses which flourished unchecked in the base hospitals McGregor persuaded Wellington in great measure to supersede them by the establishment of regimental hospitals much nearer to the front. No system could at first sight seem less economical and more wasteful; but McGregor had already tested it in Egypt in 1801, and now made it a very great success. The secret was that the regimental doctors, fond of their men, proud of their corps, and anxious to keep its ranks as full as possible, laboured with arduous not only to restore the health of their patients, but to send them back to the front as disciplined soldiers. They knew the constitution and disposition of every man, and possessed a very keen eye for a malingering. In the base hospitals, and most notably in the largest of them, at Belem, (Continued at foot of next column.)

HONGKONG CENSOR AND CANTON.

COMPLAINT OF UNDUE INTERFERENCE AND DELAY.

Says the *North-China Daily News*:—

The Peking letter that we publish to-day dwells vividly on the evident importance which the Government attaches to the rising in Southern Hunan. There is no question here, says the writer, of parley but of immediate action. Partly this is no doubt due to the great strategic importance of the position taken up by the rebels, between two mountain ranges, the one effective road from Kwangsi through Hunan; partly, also, to the activity recently shown at Canton in preparing to help the rebels, in which enterprise there appears reason to believe that the Military Governor as well as "Generalissimo" Sun Yat-sen is taking part; at least he attended recently to hear a large body of Kwangsi troops take the oath of allegiance to support Hunan, and to wish them good fortune. There are rumours of friction because the "Generalissimo" has been appointing too many ex-members of Parliament to headquarters staff, leaves and fishes being an essential ingredient in all rebellion. But as our Canton correspondent shows to-day, the preparations to help Hunan there is no doubt.

Now it may have struck some readers as curious that an active news agency like Reuter's Pacific Coast Service should have had nothing to say of all this, especially as there has been no lack of news from Canton in the Chinese newspapers and through some English channels. It would be curious if Reuter's correspondent had really had nothing to say. Actually he has had a very great deal, but has not been allowed to say it. For upwards of three weeks past his messages have either been wholly suppressed or so cut about as to render them useless if not actually misleading. For example, what is to be thought of the message "perfect peace existing here" which is all that was allowed through of a telegram of sixty words sent from Canton on September 11th? It is possible to imagine things said in the suppressed part which would show that the "perfect peace" was transparently superficial. This censorship is not exercised by the Chinese, who even in Canton appear to be very lenient, but by the Hongkong censor. Even what he passes he is variably severe to hold up till the day following despatch, and, if Sunday intervenes, until Monday. Most not week-end holidays he interrupted even in war time!

By what right the Hongkong censor takes it upon himself to suppress telegrams from Canton we entirely fail to understand. In the first place, we believe we are right in saying that such messages only pass through his hands as a matter of courtesy, an affair connected with the workings of foreign cable companies in China. In the second place, by no stretch of imagination can messages describing Chinese rebel actions in Canton, or anywhere else for that matter, come within the definitions of objectionable matter by which the censor has been instructed to work. Those definitions are plainly set down in the Hongkong Government Gazette of March 23rd last, and accordingly to them the censor is acting entirely *ultra vires* in suppressing Canton news. Were it a question of concealing the movements of Government troops, it might come within the limits of "statements likely to interfere with the success of the forces of any of His Majesty's Allies." But as it is rebels who are concerned, it is of the first interest and importance that the earliest possible intelligence, bearing the imprimatur of Reuter's name for authenticity, should be obtained. The arbitrary and capricious conduct of the Hongkong censor has been the subject of frequent complaint, but this last instance passes all previous records. The only excuse is that he is acting under superior orders. But this merely removes the responsibility. It does not lessen the offence.

"OUR DAY."

LADY MAY ROSE FUND.

Subscriptions already acknowledged	
Ledged	\$2,070
Hongkong Gymkhana Club	1,000
Mr. M. J. D. Stephens	100
Sir Paul Chater, C.M.G.	100
Mrs. G. P. Jordan	25
Mr. Wong Kam Fuk	25
Mrs. Aubrey	10
	\$3,330

on the contrary, all was perfunctory and orderless. The "Belem Rangers," as the convalescents were called, were a proverb for disgraceful conduct, and it was they who were principally responsible for the outrages which brought reproach upon Wellington's army. When the operations reached the thinly-populated districts in the north of Spain it seemed as if McGregor's system must break down for want of suitable buildings; but he was a man of resource, and, backed by Wellington, procured from England portable wooden structures which could be fitted together in a couple of days. He continued his good work during the years of peace which followed after Waterloo; and James McGregor, who had begun his service as surgeon to the Comanche Rangers in 1793, finally ended it as Director-General and Sir James McGregor, Bt., in 1851. He was the father of British military hygiene, the spiritual parent of the noble band of medical men whose skill, devotion, and self-sacrifice at the front are a source of pride and thankfulness to every true subject of the King.

AMERICA'S TRANSPORT PROBLEM.

WHOSE FREIGHT SHALL HAVE THE RIGHT OF WAY?

Within the next few months the railroads of the United States are going to be called upon to render their greatest service to the nation. Also within the next few months, perhaps even within the next sixty or ninety days, they are going to pass through the most critical period in their entire history. To an abnormal traffic—coming at a time when they are ill-fitted to carry even a normal load—has been added the military demands of a war, not alone the most serious in our history but, in the history of the entire world, Canada's railroad system under a similar crisis has all but collapsed, with the single exception of the immensely wealthy Canadian Pacific Railway. Our neighbour to the north finds herself today on the very threshold of government ownership of the greater part of her railroad mileage—with absolutely no preparation against the problem. And there are those who see the approaching crisis in our own railroad question as but an advanced and sequential step toward government ownership, on a very large scale in the United States. And we are less prepared than Canada—physically and temperamentally—to cope with it.

For a dozen years the wise railroaders have seen this crisis coming. They have made no secret of their alarm. The late James J. Hill said four or five years before his death that the railroads would need \$300,000,000 a year to rehabilitate their properties against the first return of prosperity. He revised that figure after wars and placed it at \$1,000,000,000 a year. But people paid little attention to him. Or said that he was growing old or seeking publicity. But Hill knew. So did every other far-sighted railroader in the United States. And knowing, they did not hesitate to speak their minds.

THE NEED ARISES.

The warnings of these men were ignored. They needed engines and they needed cars; by the thousands and tens of thousands. But they did not get them. They needed vast enlarged yards and terminals. They did not get these either. And the season when these things could be built at reasonable cost came—and went. The nations of Europe stood upon the brink of war—and pushed one another in. You know the rest; how, long before it was itself embroiled, the United States became a gigantic workshop in which the things of war and those that to them portend were given precedence over all the things of peace. It was this very condition which, on the one hand, prevented them from adding to their traffic facilities; on the other, so greatly swelled the traffic demands upon them. Comfortable manufacturing towns such as Bridgeport, Conn., or Wilmington, Del., or Bethlehem, Pa., or Akron, Ohio, were transformed almost overnight into metropolitan centres of industry. The demands such places made upon the railroads were as enormous as they were unexpected.

After munitions—food. We became not only the granary of the world, but its most important slaughter-house and truck garden. As many steamers carried food east across the Atlantic as carried munitions. For each of these steamers eight or ten or twelve or fifteen long freight trains. No wonder the railroads groaned, that they kept every odd wheezy locomotive that still was capable of dragging cars behind its tender, hard at work. Cars were patched and repatched, and were kept eternally at it. Perhaps it was just as well that the railroad shops had ceased in the merciless wage-competition against the munitions factories. There were no cars or engines to go to them. So argued the unthinking railroaders. The wise ones said nothing, they kept their worries and their troubles to themselves. They had seen how little good it had done to peddle them about.

TIED LOCOMOTIVES.

For a locomotive of a railroad car is not different from a horse or an automobile. It, too, must have its periods of rest and repair. If it does not get these it will go to pieces. That is what has been happening recently to a great part of the railroad equipment in the United States. On some roads the record is better, on many it is worse. On none of them is it any too good. And this very question of the condition of its equipment is one of the largest factors in the perilous situation of the American railroad today—although the American Railway Association, which officially represents all of them, is now making tremendous efforts to rectify this condition and has given figures that show that it may yet solve it. New cars, new locomotives, too, are to-day being contracted for and rushed through to completion in sufficient quantities not only to handle the flood-tides of war traffic soon to descend upon our roads but also to relieve large numbers of worn-out cars and engines for repair and reconstruction in the shops. Such shop work very properly will rank as war work and as such will be accorded every governmental facility.

"QUEEN" RAILROAD.

The railroad to-day is a fundamental part—and a mighty important, fundamental—of our great national war game. President Wilson recognized this fact when he took a big railroader—Daniel Willard, President of the Baltimore and Ohio—and made him not alone his representative in charge of national trans-

portation and communication but also chairman of the Advisory Council of National Defence. Mr. Willard is, in addition, *ex officio*, a member of the executive committee of the American Railway Association which, headed by Fairfax Harrison, President of the Southern Railway, is in direct touch and communication with the various railroads of the land. These units must be held in line in the national war transportation plan to make that plan a real success. In it a great railroad—ten thousand miles of track and perhaps employing a quarter of a million men—becomes as one soldier. It is highly important that he become a good soldier, ready to take orders—and to follow them.

The railway men were shown the important part they would have to play in the larger phase of the conflict; how America is to become both a workshop and a larder for the Allies—how the problem of bringing both food and supplies overland ranked with that of their transport overseas. The ocean problem as greatly magnified by the ravages of the submarine is a task for the newly-created United States Shipping Board; the railroads must and will bring the freight from the interior of the country to the ships that wait at its rim.

No matter how, if traffic has run at flood height for a full twenty-four months, no matter if last winter the freight rose to a figure fully a third higher than ever before reached in the history of this country, if yards and terminals and sidings were congested in the throes of a long and merciless winter as never before they had been congested, that cars and engines and railroads alike were fagged out—no matter about any of these things now. The question is of the future—not of the past. There will be more traffic, vastly more traffic in the winter which ushers in 1918, than there was in that which ushered in 1917. And the traffic must move. Troops that have cost both money and time and trouble to mobilize facilities, or what is far worse—held, tired and hungry, on railroad sidings while in transit. Nor can the purely material things that go to the making of an army or a navy be delayed a single unnecessary hour. And what of food—the fuel that keeps going the humans of battleships and fighting lines, or gun-shops and shipyards, that keeps partly filled at least the lockers of little homes on both sides of the Atlantic?

THE MASTER PROBLEM.

Here, then, is a master problem. To take a tired and overburdened carrier and make him bear a load such as no one has ever before dared to place upon his back, and to make him carry it promptly and well is a task well worth the distinguished attention of all the experts of the Council of National Defence. Mr. Willard and Mr. Harrison—and the able railroad executives who are associated with them—can do no better thing for their country than the solution of this problem. No one is more alive to this than they themselves. And, in a quiet sort of way, they are not without confidence in their success.

To begin with—a plan. I have told you already how the railroads big and little—the men who head them at a salaries ranging all the way from \$30,000 to \$75,000 a year—crowded up against the enlistment desk at Washington like young rookies around the table of a recruiting sergeant; how they pledged their faith, their loyalty, their all; how these pledges were accepted and they were told to go home and there await orders. These orders are now beginning to come. The first of them have covered the pure military use of the roads—they "consist" of make up of a train to carry infantry, an artillery or a cavalry regiment; the exact locations of the various mobilization camps or cantonments and the probable movement of troops to and from them. As I write, the Senate has passed the measure which officially accomplishes all the semi-official Advisory Council of National Defence has been trying to accomplish in a semi-official way. This measure gives to the President the authority to commandeer any or all of the railroads or any part of their workings for the purpose of the national defence. It is a measure that would seem to drive in line and keep in line any railroad that began to be recalcitrant to the plan inaugurated at Washington. It is a club, however, which many men hope, will never need to be used.—*The Nation's Business.*

MR. REDMOND ON THE WAR.

Mr. John Redmond has written an introduction for the volume, "The Irish on the Somme," by Mr. MacNeill MacDonagh. Mr. Redmond says:

"There is genuine enthusiasm in Ireland on the side of the Allies. For the first time in the history of the wars of England there is a huge Irish Army in the field. The achievements of that Irish Army have covered Ireland with glory before the world, and have thrilled our hearts with pride. North and South have vied with each other in springing to arms, and, please God, the sacrifices they have made side by side on the field of battle will form the surest bond of a united Irish nation in the future. The national rights of Ireland are recognized; but they have not yet come into operation. Yet it is true to say that the overwhelming sentiment of the Irish people is with the Empire for the first time."

SOME COSTERS AND A BOMB

[BY E. P. IN THE "MANCHESTER GUARDIAN."]

On Authority the Street is generally inclined to look with some suspicion. One policeman it will tolerate as a recognised trial of life, like bad weather or finding a part of your stock in trade go bad upon your hands. But two policemen together draws perilously near to insult, and the appearance of more would in the ordinary way seem simply a deliberate challenge that honour would require the Street to take up on the spot or live disgraced for ever after.

As for special constables, the Street, tolerant of the ordinary policeman, who, after all, has his living to make, like other folk, considers them to be meddling interlopers for whom a brickbat from behind is treatment all too gentle. Yet to-day the arrival of two regulars and five specials is greeted with benignant approval as fitting tribute to the importance the Street has gained by the explosion in its midst of a Tonic Bomb.

The Street, indeed, pleased with the recognition thus bestowed upon it by Authority, is inclined to be friendly and communicative. Always intensely social, regarding, very rightly, no crime as greater than that known as "keeping yourself to yourself," it gossips freely in detached and meditative mood of the events of the day, and the only jar in the harmony of the evening comes when a gentleman, who is not a member of the Street, loudly demands a position.

"That's what we want," he cries; but his demand is apparently not widely shared, and Authority listens with bland indifference till he seems to wish to drive his argument home, in true pacifist style, by main force. Then Authority in the form of a six-foot policeman bestirs himself, and three of the revolutionary female relatives seize him, choke him, man-handle him with a dexterity the skipper of a tanker "down-east" might envy, and hustle him within doors.

"Find to take notice of it," says the six-foot policeman apologetically to the Street, "him kicking up a row like that." The Street, graciously accepting the excuse and recognising the policeman as an adherent of its favourite doctrine, "Live and let live," shows its regret for the temporary unpleasantness by inviting constable and special indoors to examine damage inflicted, and displays with pride two vases that one fragment of bomb has pierced clean through.

"They cupped it fair," says the Street, and, on a gusty cause on the majesty and might of the German Empire which has thus stretched forth an arm clothed with wrath and lightning to break in a humble London home two china vases of an ugliness scarce to be believed till seen.

"You just ought to look at my bedroom," says a neighbour, slightly envious of the two damaged vases; "that's a sight, that is. Thank God, my dear little parlour ain't touched, but my bedroom's fair copped it."

But the parlour next door is shown in all its glory of shivered glass and shattered ornaments to the ladies of the Yalambrosa, for the Street, though a hasty observer might judge it plunged in dire poverty, has its proportion of merchants who will set out their stalls of a morning with £50 worth of stock and expect to turn it all over in a day at a profit of which a fair proportion seems to be spent on very brightly painted china.

"Parson come and said we ought to pray," remarks the owner; "but why should we pray? Thank God, we're all alive. I ain't religious, but I do say, 'Thank God, we're all alive.'"

These last words she repeated with great fervour, not dreamed that, denying prayer, she prayed.

"And, thank God," adds the neighbour, "my dear little parlour's safe; though I do wish you could see my bedroom, what fair copped it."

The safety of this parlour is owing, it seems, to a little twelve-year old niece, who ran out and closed the shutters just in time, being herself hit, but luckily not badly hurt, by a bit of flying shell.

"Just wish," remarks a sympathetic by-stander, "as Kaiser Bill would come walking down this street. I may there wouldn't be nothing left of him but the buttons."

Indeed, the only anger expressed seems to be against "Kaiser Bill." For the Street has a simple mind, and its wrath requires a definite object, furnished, in the absence of any nearer Tonic, by the figure of "Kaiser Bill."

However, that he will ever come for a second dose, the Street is generally recognised as improbable; and conversation returns to the subject of the bomb. One elderly gentleman, known to all as Charley, and come on a visit from a neighbouring and friendly territory—for the Street has its areas allied or hostile, expresses humorously his opinion that the Street is a bad one to live in, and has a tale to tell of the misfortune of a neighbour, who, having done her washing and hung it out to dry, has found it now all turned a vivid green.

"Every blooming thing," says Charley, "green as grass-towels and clothes and all. What's she to do?"

The Street considers the problem with interest, and is more excited by it than by the fact that an unexploded aerial torpedo is lying not twenty yards away, and would, should it chance to explode, do all the damage it failed to effect in falling.

"Just like them Huns," says one lady, more in sorrow than anger, "going and turning folk's washing green."

The conversation turns to the war in general, and one philosopher, the owner of the damaged china vases, and now perseveringly intent on distilling a soul of good from evil things, claims that he and his brother-merchants of the adjacent street market lead a gentleman's life since late trading has been forbidden.

"Why, we're back to supper at home by ten Saturday nights when we used to think of packing up till past twelve," he says, "and you get your Sunday's too, now you've got to shut up at one—'a gentleman's life.'"

Since there is a people who seldom read the papers the burning topics of the press are never mentioned. "Reveries" are scarcely thought of, though either "Kaiser Bill" or any other German (Continued at foot of next column.)

TORPEDOED.

THE DAY AFTER.

[BY ONE WHO HAS BEEN BLOWN UP.]

I have been torpedoed. I was torpedoed about midnight.

Of course the experience was unpleasant, though we nearly all survived it, thanks to one of those inconspicuous auxiliary ships that now belong to the British Navy. But I will maintain that the sensations of being torpedoed are not nearly so bad as those reserved for you on shore. People who have not been torpedoed do not realise how submarines and mines and explosions and torpedoes have developed in these days as a subject of general conversation and meditation.

When you have had personal experience of being torpedoed and want to get the disagreeable recollection of it out of your mind as soon as possible, you suddenly find yourself brought up against this general obsession. Listen to this narrative of fact. While we were in the boats we naturally talked about the torpedo that had just struck us. When the patrol ship picked us up, we discussed with her officers, while enjoying their generous hospitality, the technical side of this particular torpedoing. We landed at 12.30—a certain port. "Ah, been torpedoed?" said the harbour officials cheerily, as our bedraggled, odd-garmented throng crawled down the gangway. They said it in much the same tone as you might say "Missed your train."

We drove to an hotel. By this time we were sick of our adventure in all its aspects, sensational, technical, sentimental—even financial (and we had all of us lost all our kit). We wanted to hear nothing more about torpedoes, submarines, or kindred instruments of marine frightfulness for a very long time. But the people in the hotel insisted on having every detail of the story out of us—not, as we heard later, in sympathy for our woes, but so that they might compare it with the story of the survivors of the, and, torpedoed earlier in the week and explain to us how much less thrilling our experience had been than theirs.

Passengers from the torpedoed vessel wishing to send telegrams can hand them in at the reception-office, and they will be sent free of charge," announced the manager of the hotel in a routine sort of voice.

"You will be wishing to get some clothes, sir?" inquired the hotel-porter, rather unnecessarily, as there I was wearing at the time—high noon—consisted of pyjamas, dressing-gown, and lifebelt. "I can recommend Messrs. So and So, Gentlemen who have been torpedoed usually go there."

So there we went in a closed cab to hide our unusual dress. The shopman smiled as if welcoming old, familiar customers. "Good morning, gentlemen," he said. "Been torpedoed, I see. Just so. Now I have a nice line in ready-made suitings here which I find invariably gives satisfaction. He even showed us the names of distinguished victims of previous torpedoings who had been his patrons."

And meanwhile, of course, every single topic would lead back somehow to the same infernal subject, the event of the previous midnight. "Submarine life-belts—I saw it coming—suction—one; no, I am sure it was two—surface explosion—boats—hauling."

"I can't stand this any longer," said someone; "we want something to take our minds right off it all, something to distract our attention to new ideas. Let's go to a cinema and see a funny film."

The suggestion was welcomed with relief. We went straight from the tailor's to the biggest cinema in the town and took a box. There we waited for the show to begin. It began. The first picture was of a man drowning. It was not a Boche affair at all; as a matter of fact, it took place in a sewer where someone was attempting to murder him, but his convincing imitation of gurgling and struggling was so exceedingly like what we had all expected at any moment to find ourselves doing last night that we could hardly sit it out.

The next film represented the outside of a cinema theatre where one scene of the plot was laid, and largest of all among the film-posters displayed on the hoardings of this theatre was one showing a huge liner, bows in air, with a gigantic explosion occurring alongside and scores of tiny figures dropping from a great height into the water.

In the train coming to London the word seemed to have spread through every compartment who we were and what we had experienced. "How very fortunate you have been," said an elderly lady to me with great feeling. "A word of pleasure tell me just everything about it."

I have been home for nine days now, and all the time I have been telling a constant succession of people "everything about it," and because I survived and did not even get into the water they smile reassuringly at the end and say, "Well, it wasn't so very exciting after all, was it? Exciting? I wish those tiresome people would let me forget it. It was exciting enough for me."

would fare badly could the Street clap hands on him to-night. But there is little anger expressed, and no fear at all; the whole is accepted as something that has happened, and there's no more to be said except chatter about how one has "copped it" and another has escaped.

"A man come to me," says the merchant who leads nowadays a gentleman's life, "and he says, 'You and your brother's copped it.' I says to him, 'Gar'n,' but when I come to look, so we had. 'You copped it, you and your brother,' he says to me, and I says 'Gar'n.'"

And in that "Gar'n" a philosopher might find expressed the whole attitude of the Englishman towards raids. Gradually the Street quietsens, people drift indoors, and the six-foot policeman, with a sigh of relief, blesses the law that closes public houses early.

"Only for that," he says to the special, "all of 'em would have been sitting out still on their doorsteps drinking beer and treating each other, and there would have been bound to be trouble, while now it's all been as nice as pie."

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Arab alms according to their use.

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SANITARY BOARD OFFICE, HONGKONG.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended) every Domestic Building or part of such Building within the EASTERN Division of the City of Victoria, and the EASTERN Division of Kowloon and New Kowloon, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANED and LIMED/WASHED THROUGHOUT by the owners during the months of October and November.

N.B.—The word "throughout" used in this Notice means that the Houses should be limed/washed in respect of all the Walls of each Room, all Cubicles, Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its containing Walls limed/washed up to the level of the First Floor. Carved, Painted or Polished Woodwork in good condition, however, need not be limed/washed, but must be Cleaned.

The Board is prepared to limewash FREE OF CHARGE a limited number of Buildings as those Divisions. OWNERS who desire to avail themselves of this offer should apply in writing to the Secretary on or before the 7th of October.

Choice among applicants will be in the absolute discretion of the President.

The EASTERN Division of the City of Victoria is bounded on the West by Gilmair Street and Peel Street.

Kowloon is divided into the EASTERN and WESTERN Divisions by Nathan Road and a straight line drawn from the NORTH and through the Taumata service reservoir to the NORTHERN Boundary of Kowloon.

A. M. GALE, Secretary.

Dated this 29th day of September, 1917.

1095

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NOTICE

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the Central Police Station between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers. All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION or PERSONS ORDINANCE 1916.

Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations. The Penalty for non-compliance is a fine not exceeding \$50.

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VEGETABLE AND FLOWER SEEDS.

FRESH CROP of 1917 having been just collected orders solicited for Autumn or early Spring sowing.

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SHANGHAI	"WINGSANG"	Friday, 12th Oct., 7 A.M.
TIENHSIN	"CHIPSANG"	Saturday, 13th Oct., 11 P.M.
MANILA	"LOONGSANG"	Saturday, 13th Oct., 3 P.M.
MANILA	"YUENSANG"	Saturday, 20th Oct., 3 P.M.

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S.S. "WILIS" ... 7th Nov.
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S.S. "GOETTER" ... 31st Dec.
S.S. "RINDJANI" ... 19th Dec.
S.S. "VONDEL" ... 2nd Jan.
S.S. "ORANJE" ... 15,000
S.S. "GROTTUS" ... 15,000
S.S. "KONINGIN DER NEDERLANDEN" ... 15,000
These Superior Passenger Steamers have accommodation for First and Second Class Saloon Passengers.
For further particulars please apply to
JAVA-CHINA-JAPAN LIJN,
Agents,
JAVA PACIFIC MAIL SERVICE.

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THOS. COOK & SON,
Telephone No. 524.
Hongkong Hotel Building, corner of Pedder Street and Des Voeux Road, HONGKONG.
Also SHANGHAI, PEKING, YOKOHAMA, MANILA.
Chief Office, LUDGATE CIRCUIS, LONDON, E.C.

WEATHER REPORT.
October 6th, 12.30.—Warning to Hongkong, Coast Ports and Manila, etc.—Typhoon in Lat. 16 deg. N. Long. 113 deg. E., moving W.N.W. at 4 to 8 m.p.h. per hour. October 7th, at 11.20.—Lat. 16 deg. N. Long. 125 deg. E., moving very slowly westwards.
October 7th, at 11.50.—No returns from Japan or continental stations north of Shanghai. Pressure has decreased slightly over Formosa and central Luzon, and increased slightly elsewhere; the anti-cyclone has probably increased in intensity. At 6 a.m. this morning the typhoon was situated at about 160 miles E.N.E. of Manila, moving very slowly westwards.
Fresh monsoon will continue along the China coast and over the N. China Sea.
Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since 1st January, 77.64 inches, against an average of 77.60 inches.
The forecast for the 24 hours ending at noon to-day is as follows:—
DISTRICT FORECAST.
Hongkong to Gap Rock ... (N.E. winds, fresh; fine).
Formosa Channel ... (N.E. winds, strong).
South Coast of China between (The same as Hongkong and Formosa) ... No. 1.
South Coast of China between (The same as Hongkong and Formosa) ... No. 1.
CHINA COAST METEOROLOGICAL REGISTER.
7TH OCTOBER, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vladivostok	6 a.	30.0	58	—	—	—	—
Nemuro	6 a.	30.0	58	—	—	—	—
Hakodate	6 a.	30.0	58	—	—	—	—
Tokyo	6 a.	30.0	58	—	—	—	—
Kobe	6 a.	30.0	58	—	—	—	—
Nagasaki	6 a.	30.0	58	—	—	—	—
Kagoshima	6 a.	30.0	58	—	—	—	—
Oshima	6 a.	30.0	58	—	—	—	—
Naha	6 a.	30.0	58	—	—	—	—
Ishijima	6 a.	30.0	58	—	—	—	—
Bonin Island	6 a.	30.0	58	—	—	—	—
Yoshikawa	6 a.	30.0	58	—	—	—	—
Hankow	6 a.	30.0	58	—	—	—	—
Ichang	6 a.	30.0	58	—	—	—	—
Kiukiang	6 a.	30.0	58	—	—	—	—
Changsha	6 a.	30.0	58	—	—	—	—
Shanghai	6 a.	30.11	57	98	N	1 b	—
Guangzhou	6 a.	30.05	55	84	NNW	4 b	—
Swatow	6 a.	29.92	52	82	W	4 b	—
Amoy	6 a.	29.89	52	85	SW	2 b	—
Swatow	6 a.	29.83	50	80	NW	1 b	—
Taihu	6 a.	29.89	52	78	N	4 b	—
Taihu	6 a.	29.76	50	—	N	4 b	—
Taihu	6 a.	29.74	52	—	N	4 b	—
Taihu	6 a.	29.72	51	—	NNW	10 b	—
Pescadore	6 a.	29.75	50	—	N	4 b	—
Canton	6 a.	29.87	57	79	N	4 b	—
Hongkong	6 a.	29.83	74	66	NE	2 b	—
Gap Rock	6 a.	29.81	—	—	NNW	6 b	—
Macao	6 a.	29.81	73	66	NNW	2 b	—
Wuchow	6 a.	—	—	—	—	—	—
Honow	6 a.	—	—	—	—	—	—
Pakhoi	6 a.	—	—	—	—	—	—
Phulien	6 a.	29.85	54	78	NNW	2 b	—
Tourane	6 a.	29.73	53	—	NW	6 b	—
Cape St. James	6 a.	29.73	53	—	SW	4 b	—
Agart	6 a.	29.66	50	87	N	4 b	—
Dagupan	6 a.	29.54	57	98	—	—	—
Manila	6 a.	29.55	71	91	SW	4 b	—
Legaspi	6 a.	29.65	79	80	SW	6 b	—
Tacloban	6 a.	29.65	79	80	SW	6 b	—
Iloilo	6 a.	29.65	79	80	SW	6 b	—
Surigao	6 a.	29.65	79	80	SW	6 b	—
Guam	6 a.	29.65	79	80	SW	6 b	—
Labuan	6 a.	29.77	50	98	SW	4 b	—

LATEST STEAMER MOVEMENT.
Telegraphic advice has been received from the San Francisco office of the China Mail Steamship Co., Ltd., that the str. China arrived at that port on October 1st.
HONGKONG METEOROLOGICAL REGISTER.
Hongkong Observatory, October 7th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.76	29.83	29.79
Temperature ...	83	74	82
Humidity ...	60	56	56
Wind Direction ...	—	NE	East
Force ...	2	2	2
Weather ...	b	b	b
Rain ...	—	—	—

Highest open-air temperature on 6th 83
Lowest open-air temperature on 7th 74
HONGKONG TIDE TABLE
From 6th to 14th October

Days of Week	High WATER.		Low WATER.	
	Time.	Height.	Time.	Height.
Mon.	8 m. 1 23	6.8	11 m. 9 48	2.5
Tues.	8 m. 2 28	8.5	11 m. 11 3	2.5
Wed.	10 m. 4 14	6.2	11 m. 11 53	2.4
Thurs.	11 m. 5 41	6.2	11 m. 11 53	2.4
Fri.	12 m. 6 48	6.2	11 m. 11 53	2.4
Satur.	13 m. 7 38	6.2	11 m. 11 53	2.4
Sun.	14 m. 8 8	6.2	11 m. 11 53	2.4

SANTAL MIDY
These tiny Capsules—superior to Copaiba, Cubeb, and Injections—CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience.
Each Capsule bears the name. (A.D.)
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Sold by all Chemists.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.
THE Homeward Mail Steamer, carrying His Majesty's Mail, will be despatched from this port as usual, taking Passengers and Cargo for the above Ports. Passengers accommodation in the connecting vessel secured before departure from Hongkong. Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding via Bombay to Marseilles and London.
Fares will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, sailing dates, etc. apply to
E. V. D. PARR, Superintendent.

PACIFIC MAIL S.S. CO.
U.S. MAIL LINE.
OPERATING THE NEW FIRST-CLASS STEAMERS "EQUADOR," "VENEZUELA" AND "COLOMBIA" 14,000 tons each.
HONGKONG TO SAN FRANCISCO, VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.
THE SUNSHINE BELT.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.
SAILINGS FROM HONGKONG at Noon.
S.S. "COLOMBIA" ... Oct. 10th.
S.S. "VENEZUELA" ... Nov. 7th.
S.S. "EQUADOR" ... Dec. 4th.
These Steamers have the most modern equipment including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable staterooms (all single and two berths only).
The Safety and Comfort of Passengers is our first consideration.
Special care is given to the Cabin, and the attendance on passengers cannot be surpassed.
Tickets are interchangeable with the TOTO KUREI KANRA and the CANADIAN PACIFIC OCEAN SERVICES, Ltd.
For further information, rates, literature, schedules, etc., apply to
COMPANY'S OFFICE in Alexander Building, Charter Road
Telephone 171.

INDIAN AFRICAN LINE.

Large cargo on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

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Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

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Managing Agents.

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TO
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Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.

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THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 9th Oct., 4 P.M.
TIENTSIN	"SINKIANG"	On 11th Oct., 4 P.M.
SHANGHAI	"ANHUI"	On 14th Oct., 11th.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS. Excellent Saloon accommodation. Amidsips; Electric Light and Fans in Saloon and State-rooms.
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For Freight or Passage apply to

BUTTERFIELD & SWIRE.

TELEPHONE 26

Agents

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REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 9 to 19 Days).

"HAIKUN" ... Capt. A. E. Hodges ... WEDNESDAY 10th Oct. at Noon.
"HAIKONG" ... Capt. J. W. Evans ... TUESDAY, 16th Oct. at Noon.

* Amoy Passengers only.

Arrivals and Departures from the Company's Wharf (near Elsie Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.

BRITISH INDIA S. N. CO., LTD.**APCAR LINE.**

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or passage apply to

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UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave HONGKONG	Connecting Mail	Due at MARSEILLES	Due at LONDON
Colombo	Noon	Str. from Colombo	1917	1917

When Passengers change Steamers at COLOMBO, Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

**SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.**

S.S.

LEAVE HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS
(Non-Transshipment).
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR
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Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO
AND PORT SAID.
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS	Leave H'kong about	Leave S'pore about	Due at MARSEILLES if calling about	Due LONDON about
The Intermediate Service is Temporarily Suspended.				

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.
For Further Information, Passage Fares, Freight, (Handbooks, Dates of Sailing, etc., apply to

H. V. D. PARR,
Superintendent

NIPPON YUSEN KAISHA.**THE JAPAN MAIL STEAMSHIP CO.**

LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY,
CAPE TOWN and MADEIRA.

VICTORIA, B.C., and SEATTLE
via SHANGHAI, MOJI, INABA MARU MONDAY, 8th
Kobe, YOKKAICHI, and Capt. Higo 12,500 Oct. at Noon.
YOKOHAMA

SYDNEY and MELBOURNE, via MANILA ZAMBOANGA THURSDAY ISLAND
TOWNSVILLE and BRISBANE.

CALCUTTA via SINGAPORE, PENANG and BANGCOO.

BOMBAY via SINGAPORE, MALACCA and COLOMBO.

NAGASAKI and KOBE { SAKI MARU SATURDAY, 20th
Capt. Yoshikawa 12,500 Oct. at 11 A.M.

SHANGHAI, KOBE { KAGA MARU MONDAY, 22nd
Capt. Komatsubara 12,500 Oct. at 11 A.M.
YOKOHAMA { KATORI MARU SATURDAY, 27th
Capt. Kon 21,000 Oct. at 11 A.M.

{ KASHIMA MARU WEDNESDAY, 14th
Capt. Tozawa 21,000 Nov. at 11 A.M.

KOBE { YOKOHAMA MARU SATURDAY, 20th
Capt. Torada 12,500 Oct. at Noon.

**EASTBOUND NEW YORK LINE
VIA PANAMA CANAL.**
(CARGO ONLY).

NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO,
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* Wireless Telegraphy.

For Further Information, apply to—

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K. MORI, Manager

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

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FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hongkong
SIBERIA MARU	12,000	MON., 15th Oct.
TENYO MARU	22,000	FRI., 26th Oct.
NIPPON MARU	11,000	SATUR., 10th Nov.
SHINYO MARU	22,000	FRI., 23rd Nov.
PERIA MARU	9,000	FRI., 7th Dec.

The s.s. "Nippon Maru" and s.s. "Peria Maru" omit call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO,
SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA
AND IQUIQUE
THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.

ANYO MARU	18,500 Tons
KIYO MARU	17,300 "
SEIYO MARU	14,000 "

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD., and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

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TELEPHONE 274 and 275.

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SERVICE TO AND FROM JAPAN VIA SHANGHAI.
SERVICE TO AND FROM EUROPE

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong,
Tourane, Saigon, Singapore, Colombo, Aden, Djibouti,
Suez, Port Said, Marseilles.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return tickets from 1st June, 1917, to 31st October, 1917, and interchangeable only with PANISULAR and ORIENTAL S. N. Co. for return journey.

FARES TO KOBE, \$135.00. TO YOKOHAMA, \$150.00

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For full particulars regarding sailings, apply to

P. THOMAS, Agent,
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TELEPHONE 740.

O. S. K.
OSAKA SHOSEN KAISHA.

(REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

North American Line. FOR VICTORIA, SEATTLE AND TACOMA; VIA
SHANGHAI, MANILA, NAGASAKI
(TRANS-PACIFIC) MOJI, KOBE, AND YOKOHAMA

"CANADA MARU" ... THURSDAY, 11th Oct. at Noon
"PANAMA MARU" ... SATURDAY, 27th Oct. at 3 P.M.

NORTH AMERICAN LINE.—This line maintains a regular fortnightly service between Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connections are made at Puget Sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE.—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Manilla, Durban and Cape Town.

AUSTRALIAN LINE.—Monthly service between Japan and Adelaide, calling Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE.—Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang, and Colombo. At present this line's steamers maintain cargo only.

JAVA LINE.—Monthly service for Java ports calling at Manilla, Sandakan, and Macassar. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING
PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE.—For Tamsui, Keelung and Auping, Takao, via Swatow and Amoy.
"AMAKUSA MARU" ... SUNDAY, 14th Oct. at Noon.
"SOSHU MARU" ... FRIDAY, 19th Oct. at 10 A.M.
"KAJU MARU" ... SUNDAY, 21st Oct. at Noon.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 78 will be fixed.

For FURTHER INFORMATION, apply to—

M. HIGUCHI, Manager,
No. 1, Queen's Building.

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(INCLUDING THE MOVEMENTS OF THE LOCAL MARKET.)

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POST OFFICE NOTICE.

LOCAL AND REGULAR MAILS OUTWARD.

For	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Tai O	5.00 P.M.	—
Tai Po	10.00 A.M.	9.30 A.M.
Cheung Chow	7.30 A.M. 3.00 P.M.	—
Shantou, Shatin and Sheungshui	4.00 P.M.	—
Aberdeen, Antau, Ping Shan, Sai Kung	1.30 P.M.	—
Santa, Stanley	—	—
Canton, Samshui and Wuchow	7.30 A.M. (except 3.00 P.M. Letters 4.00 P.M.)	5.00 P.M.
Macao	7.15 A.M. 1.30 P.M.	9.00 A.M.
Kowloon	except Saturdays 6.00 P.M.	5.00 P.M.
Nantau and Sanmei	6.00 P.M.	5.00 P.M.
Shanghai	10.00 A.M. 5.00 P.M.	9.00 A.M.

From Shanghai Western Branch P.O.

For	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Macao	7.30 A.M. (except 3.00 P.M. Letters 4.00 P.M.)	5.00 P.M.
Canton	7.30 A.M.	9.30 A.M.
Tai Ping Tang	7.30 P.M.	9.30 P.M.
Shantou	7.30 P.M.	9.30 P.M.
Kowloon	6.00 P.M.	5.00 P.M.
Kau-chung	6.00 P.M.	5.00 P.M.
Kau-chung	6.00 P.M.	5.00 P.M.

SHARE LIST.—QUOTATIONS.

HONGKONG, 6th OCTOBER, 1917.

STOCKS.	PAID UP VALUE.	OFFICIAL QUOTATION (10.30 A.M.)	CLOSING QUOTATION	LAST DIVIDEND.
BANKS.				
Hongkong and Shanghai	\$125	\$620, sales	—	£23, int. a/c 1917
INSURANCES.				
Canton	\$50	\$320	—	\$25 for 1915
China Fire	\$20	\$120	—	\$20 for 1915
Hongkong Fire	\$50	\$250, buy.	—	\$27 for 1915
North China	\$25	£1.10	—	10% int. account 1916
Union	\$100	\$760, buyers	—	\$80 for 1915
Yantai	\$90	\$125, buyers	—	\$21 for 1915
SAVINGS.				
Douglas S.S. Co.	\$50	\$73, x div. buy.	—	\$10 for year ending 30-6-17
Canton Steamboats	\$15	\$17, sales	—	\$1.25 for 1916
Indo-China Prof. Co.	\$5	\$35	—	5% for 1916
Do. Def.	\$5	\$35	—	5% for 1916
Star Ferry Co.	\$10	\$23, sellers	—	\$2.10 for year ending 30-6-17
RAVINGERS.				
China Sugars	\$100	\$52, sales	—	\$12 for 1916
Malayan Sugars	\$30	\$29, sellers	—	5% for 1916
DOCKS, WHARVES AND GODOWNS.				
Kowloon Wharf Co.	\$50	\$81, buyers	—	\$4 and bonus of \$2 for 1916
H. and W. Dock Co.	\$50	\$117, buy.	—	\$5 and bonus of \$6 for 1916
Shanghai Docks	£11.100	£7.72, buyers	—	£1.74 for year ending 30-6-16
LANDS, HOTELS AND BUILDINGS.				
Central Estates	\$100	\$39, buyers	—	\$7 for 1916
Hongkong Hotels	\$50	\$34, sellers	—	\$3 for 1916
Hongkong Land	\$100	\$109	—	\$3 int. account 1917
Hongkong Land Reclamation	\$75	\$15	—	\$5.25 for 1916
Humphreys Estates	\$10	\$5, sellers	—	50 cents for 1916
Kowloon Land	\$30	\$30	—	\$4 for 1916
West Point	\$50	\$85	—	\$3 int. account 1917
ORCS.				
Langkats	\$10	£1.14, sal.	—	£1.1 for year ending 31-10-16
Shells	\$1	107/5	—	2% int. account 1916
Ural Caspian	\$1	32-	—	2% for 1915/16
MINE.				
Kailash	\$1	40-, buyers	—	1/- int. a/c year ending 30-6-17
Rauha	\$1	\$23, sellers	—	None since 1910
Trouth	\$1	\$2-	—	4/- int. account 1916
COPPER MILLS.				
Evo	£11.50	£1.155, buy.	—	£11.9 for year ending 31-10-16
Kang Yik	£11.10	£1.14, sal.	—	£1.09 for year ending 30-11-16
Oriental C. S. Co. Ltd.	£11.50	£1.40	—	£11.6 for 1913
Shanghai	£11.50	£1.14, buy.	—	£11.6 for year ending 30-6-16
Yangtzepoo	£11.5	£1.5, buy.	—	Nil for 1915
MISCELLANEOUS.				
China Borneos	\$12	\$64	—	50 cents for 1916
China Lights	\$5	\$44, sales	—	None since 1908
China Providents	\$10	\$74, sellers	—	70 cents for 1916
Dairy Farms	\$8	\$21, buyers	—	\$3 for year ending 31-7-16
Green Island Cement	\$73	\$7.10, sales	—	50 cents for 1916
Hongkong Electric	\$10	\$48	—	\$3 for year ending 23-2-17
Hongkong Ice	\$25	\$149	—	\$2 int. a/c 1917
Hongkong Ropes	\$10	\$26	—	\$1 int. a/c 1917
Hongkong Steels	\$10	\$10	—	\$1 for year ending 31-5-17
Hongkong Trans	\$5	\$6, sales	—	9% int. a/c 1917
Peak Trans Ltd.	\$10	\$33, sellers	—	7% for year ending 30-6-17
Do. New	\$1	\$0.30, sellers	—	do. 30-4-17
Steam Laundries	\$5	\$3, buyers	—	35 cents for year ending 21-5-17
Union Waterboats	\$7	\$13	—	\$1.25 for 1916
Watson & Co.	\$10	\$5, sellers	—	70 cents for 1916
Wm. Powell, Limited	\$7	\$5, sellers	—	None since 1914

RUBBERS (Singapore Currency).	PAID UP VALUE.	YEAR ENDS.	LATEST QUOTATION.	DIVIDEND FOR LAST YEAR.	INT. DIV. TO DATE.
Alor Gajah	\$1	Sept.	\$4.50	65 p. c.	40 p. c.
Ayer Panas	\$5	Jan.	\$12.40	25 p. c.	—
Glenaly	\$1	Oct.	\$2.50	30 p. c.	10 p. c.
Kodai	\$1	April	\$4.20	55 p. c.	—
Kampas	\$2	June	\$9.25	40 p. c.	25 p. c.
Malaka Pinda	\$1	Aug.	\$3.05	30 p. c.	20 p. c.
Malakoff	\$1	Dec.	\$4.50 x.d.	30 p. c.	15 p. c.
New Serendah	\$2	Dec.	\$4.50	25 p. c.	10 p. c.
Sandycroft	\$2	Jan.	\$4.60	30 p. c.	5 p. c.
Tupah	\$10	Dec.	\$23.00	35 p. c.	10 p. c.
Plantation Rubber in London	—	—	2.8	—	—

VERNON & SMYTH, Share Brokers.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	October 6th
Telegraphic Transfer	2/104
Bank Bills, on demand	2/103
Bank Bills, at 3 days' sight	2/103
Bank Bills, at 4 months' sight	2/103
Cred. at 4 months' sight	2/114
Documentary Bills 4 months' sight	2/114
ON PARIS.	
Bank Bills, on demand	395
Credits, at 4 months' sight	412
ON NEW YORK.	
Bank Bill, on demand	64
Credits at 60 days' sight	64
ON HONGKONG.	
Telegraphic Transfer	—
Bank Bills, on demand	—
ON CALCUTTA.	
Telegraphic Transfer	—
Bank Bills, on demand	—
ON SHANGHAI.	
Bank bill, a right	—
Private, 30 days' sight	—
ON YOKOHAMA.	
On demand—On demand	133
ON MANILA.	
On demand—On demand	136
ON SINGAPORE.	
On demand—On demand	121
ON BATAVIA.	
On demand—On demand	161
ON BANGKOK.	
On demand—On demand	42 1/2 pm p.
ON BANGKOK.	
On demand—On demand	42 1/2 pm p.
SOVEREIGN, Bank's Buying Rate	\$ 6.90 a.
GOLD LEAF, 100 fine, per oz.	\$43 40
SILVER, per oz.	46 1/4.

SUBSIDIARY COINS.

	per cent.
Hongkong ... 20 cents, pieces...	\$0.00 Premium
Hongkong ... 10	\$0.25
Canton ... 20	\$0.50 Discount
Canton ... 10	\$0.00

THE "GLEN" LINE LTD.

WE HAVE This Day been Appointed AGENTS of the "GLEN" LINE LTD. All enquiries should henceforth be addressed to the Undersigned.

JARDINE, MATHESON & Co., Ltd., Agents, "GLEN" LINE LTD. Hongkong, 1st October, 1917. [1057]

S.S. "SUICAI."

NOTICE.

NOTICE IS HEREBY GIVEN that the Undersigned are the Original Time Charterers of the above-named S.S. "SUICAI." ON WO S.S. Co. [1114]

FORTHCOMING EVENTS.

TO-DAY.

Bank Holiday.
10-MORROW.
3 p.m.—Auction of Crown Land at Public Works Dept.

BROSSARD & MOPIN,

Reinforced Concrete Specialists, Singapore and Saigon.

Are fully equipped to design and build any structure of reinforced concrete, such as

Buildings:—Godowns, factories, foundations, frames, floors, roofs of residential quarters, offices, foundations in bad ground.

Wharves, Bridges, Culverts, Chimneys, Towers, Reservoirs.

Bins.

Retaining Walls, Dams, etc.

Designs and estimates on application to the Agent:—

WM. C. JACK & CO., LTD..

14, DES VŒUX ROAD, HONGKONG.

BANKS

BANQUE INDUSTRIELLE DE CHINE.

CAPITAL (Paid up) ... France 45,000,000
(1/3 of the Capital subscribed by the Government of the Chinese Republic).

Chairman of the Board of Directors: André Berthelot.
General Manager: A. J. Pernotte.

HEAD OFFICE:

74, Rue Saint Lazare, PARIS.

BRANCHES:

PEKING, SHANGHAI, TIENTSIN, HONGKONG, SAIGON.

BANKERS:

In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.
In LONDON: London County & Westminster Bank, Ltd.
In NEW YORK: Redmond & Co.

Telegraphic Address: CHIBANKIND.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Every description of Banking and Exchange business transacted.

M. ROUET DE JOURNEL,

Manager.

HONGKONG BRANCH, Queen's Buildings, 5, Chater Road. Tel. No. 2352. Hongkong, 15th May, 1917. [635]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager.

Hongkong, 2nd November, 1914. [10]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

Paid-up Capital ... £1,200,000
Reserve Fund ... £1,900,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

T. C. DOWNING, Manager.

Hongkong, 8th May 1917. [141]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Reserve Funds: Sterling \$1,500,000, at 2/- \$15,000,000
Silver ... \$18,500,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS: Hon. Mr. S. H. DODD—Chairman.

Hon. Mr. F. H. HOLYOAK—Deputy Chairman.

Hon. Mr. C. E. ANTON, C. S. Gabbay, Esq., E. C. Butler, Esq., E. V. D. PATE, Esq., A. H. COMPTON, Esq., W. L. PATTERSON, Esq., G. T. M. EDKINS, Esq.

CHIEF MANAGER: Hongkong—N. J. STABB, Esq.

MANAGER: Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 2 months, 2 1/2 per cent. per annum.

" 6 " 3 " " "

" 12 " 4 " " "

N. J. STABB, Chief Manager.

Hongkong, 13th July, 1917. [9]

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London

Authorized Capital ... £1,500,000

Subscribed ... £1,125,000

Paid-up ... £62,500

Reserve Fund ... £600,000

BANKERS: THE BANK OF ENGLAND, THE LONDON JOINT STOCK BANK, LIMITED.

BRANCHES: Bombay, Calcutta, Hongkong, Kanton, Shanghai, Singapore, Suez, Yokohama.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 3 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. CHAMPKIN, Acting Manager.

Hongkong, 28th May, 1916. [887]

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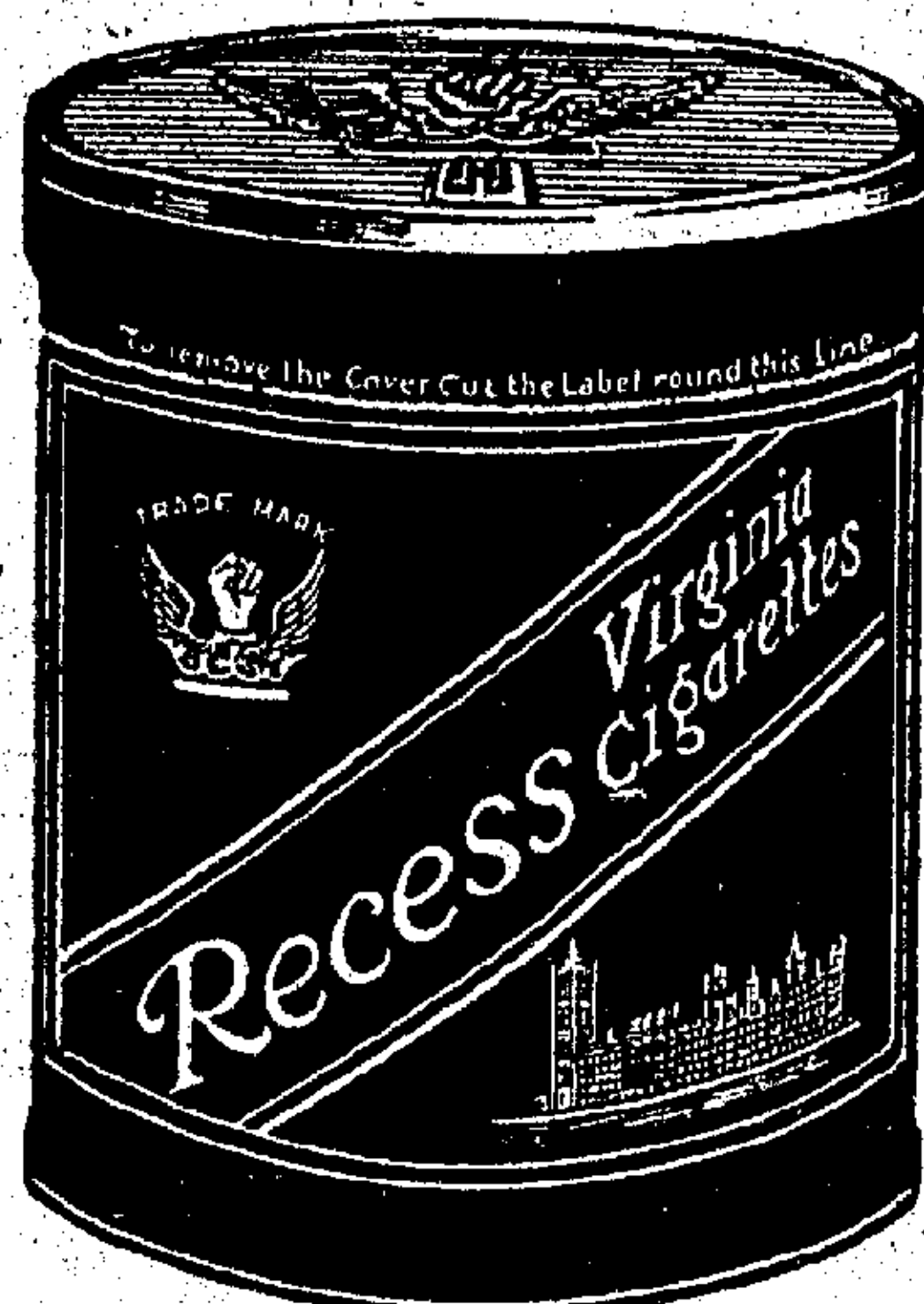
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[15]